The world's biggest Porsche magazine

GT PORSCHE

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MISSION E: PORSCHE'S NEW ALL-ELECTRIC CONCEPT CAR

NEW 911 UNLEASHED

Everything you need to know about the second-generation 991 Carrera…



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AN INDEPENDENT PUBLICATION



Turbo 911s

The last air-cooled 911 Turbo takes on the latest water-cooled variant…



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Ignition



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We already knew most of the details but that didn't abate our appetite for the official reveal of the new 911, which occurred just ahead of the Frankfurt Motor Show last month. The second-generation 991 is a subtle evolution over the outgoing model aesthetically speaking, but as we all now know, it's under that rear deck lid that things get more exciting. Although we're sure to miss the guttural growl of a naturally-aspirated Carrera, a new turbocharged Carrera sporting a 3.0-litre twin turbo powerplant still holds plenty of excitement. Our man in the field, Andrew Frankel, gets under the skin of the latest 911 on page 18.

Amid the cries of concern over the death of the naturally-aspirated Carrera, let's not forget that turbocharged 911s are nothing new. Porsche has been at it since the mid-1970s and it's become rather good at it. However, the new turbocharged motor in the Carrera does represent a big step change for Porsche, akin to the switch from air- to water-cooled engines back in the 1990s. With this in mind we've brought together the last air-cooled 911 Turbo, the 993, with the latest (first generation) 991 Turbo in this issue to understand the historical evolutionary process.

Evolution was also a theme on the lips of Matthias Müller at Frankfurt. The Porsche CEO was keen to highlight how the 911 has evolved over the years, reminding us that Porsche hasn't been afraid to radically alter its halo car if times have dictated as much. Porsche indeed has always maintained a traditional feel with each new car, while also looking ahead to the future, and that future got very real at Frankfurt with the reveal of the Mission E – Porsche's first battery-powered sports car concept. The surprise 'design study' neatly links Porsche's modern motorsport activities with its road car plans for the future, although it does also represent another step change away from hybrid power. Providing us with a hint of the technology an all-electric Porsche could harbour, together with clues to the styling of the next generation Panamera, the Mission E is the car Porsche enviably had to undertake sooner rather than later. Read more about it on page 84.



Matthias Müller, Porsche CEO, revealed the Mission E alongside the new 911 in Frankfurt…


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FRANKFURT MOTOR SHOW 2015

The second generation 991 wasn't the only new Porsche on display at this year's Frankfurt Motor Show...

Story: Simon Jackson Photography: Porsche

Porsche pulled a surprise move at the Frankfurt Motor Show with the unveiling of its first battery-powered sports car concept, the Mission E. The car was revealed the night prior to Frankfurt's doors being swung opened to the press, and it caused quite a stir – stealing the event in many showgoers' eyes. You can read in detail about the new four-seater machine on page 84 of this issue, but the headline figures are what really serve to impress.

The Mission E's DNA can be directly traced back to Porsche's 919 Hybrid prototype cars competing in the LMP1 category of the World Endurance Championship – the very same car that won the Le Mans 24-Hours this year. Just like the 919 Hybrid, the Mission E is powered by two permanent magnet synchronous motors (PMSM), which in combination produce a staggering 600hp. Much like its motorsport relative, the Mission E harvests braking energy and it is fast too, we're told 0-62mph is dispatched in just 3.5 seconds and Porsche simulations have it lapping the Nürburgring Nordschleife in under eight minutes. This astounding performance is thanks to the innovative use of an 800 volt system throughout the car, which, alongside other benefits, enables the car to be charged to 80 percent of its capacity in just 15 minutes flat.

The Mission E is Porsche's much anticipated step into a fully battery-powered sports car, and something of departure from its existing 918 Spyder

road cars. Although it has been labelled as a 'design study', much of the technology the Mission E presents is already in use by rival manufacturers, such as BMW and Tesla, so this is not a pye-in-the-sky concept. Alongside providing us with a glimpse at what to expect from future Porsche powertrains, the Mission E also furnishes us with a direction for Porsche's forthcoming design language. Could we be looking at styling elements for the next generation Panamera here? It's likely…

Matthias Müller, CEO of Porsche AG, commented: "This [Mission E] gives you an outlook on what we think a pure electric sports car should be like. An e-Porsche that deserves the name must have a range of at least 500km, even if you are driving it in a sporty fashion, with no 'ifs', 'ands' or 'buts'. This is what our customers expect today. Sporty means lasting, fast acceleration and braking without any loss of power. All this in a car that people will instantly recognise as a Porsche, which transfers the design DNA of the 911 into the world of pure electric sports cars."

Of course, amid all the hype surrounding the Mission E concept there was another new Porsche many were seeing for the first time in the metal; the new 911. The second-generation 991 was really the centrepiece of the Porsche stand at Frankfurt, and it received a rapturous reception. The new turbocharged Carrera may appear only subtly different to its forebear on the exterior but, as we know, under the skin it's a different story. You can read everything there is to know about the latest 911 Carrera on page 18.

Müller said in defence of the new Carrera's turbocharged drivetrain: "Porsche has always reinvented the 911, again and again, and if necessary Porsche has broken with tradition. At Porsche, technology is not an end in itself, it is a means to an end. A Porsche car is a car that drives like a Porsche, it's not just a about the number of cylinders, the cubic capacity or the engine concept."

Müller went on to talk about the 911 as the "forever young" car, and to draw heavy comparisons with this latest version's lineage back to the 911 Turbo, first shown at Frankfurt in 1974. Müller also rather boldly stated that the second generation 991 is the 'best 911 yet' – but we suppose that's not an especially objective viewpoint…









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NEW SCULPTURE AT PORSCHEPLATZ

A British artist's work has taken centre stage at the Porscheplatz in Zuffenhausen...

A British artist, Gerry Judah, has created a new sculpture, entitled 'Inspiration 911', which now dominates the Porscheplatz in Zuffenhausen. The structure comprises three 24 metre high pillars each graced with a Porsche 911 mounted at their peak. The vehicles represent different generations of 911, serving as a tribute to the history of the iconic sports car and the areas connection with it.

Porsche marked the official unveiling of the striking sculpture with a public presentation and cordoned off Porscheplatz for the occasion. A spectacular light, film and vehicle choreography show incorporated the glass facade of the Porsche Museum as a screen, where film clips were projected on to a vast area of more than 200 metres squared. Forming part of the moving display, Porsches such as an F-series, a G-series and the 911 were on show. As a finale, the current model range was showcased to the assembled guests.

CEO of Porsche AG, Matthias Müller, said during his address at the event: "The sculpture that we present today is more than a work of art. It is also a symbol for our company's close ties with Stuttgart."

PORSCHE OPENS €30 MILLION TRAINING CENTRE

Porsche has transformed a former tram depot in Zuffenhausen into one of the most advanced training centres in the automotive industry.



As part of Porsche's investment in both its future, and the district of Zuffenhausen, Porsche has spent 30 million Euros on a new advanced training centre for its apprentices. The building, a former tram depot, took two years to build and is exceptionally energy efficient, utilising cutting edge renewable energy systems. The facility covers an area of 14,000 square metres and offers space for up to 500 trainees and students of the Baden-Württemberg Cooperative State University. The new centre has been built in order to best prepare the next generation of Porsche professionals for the rapidly rising challenges within the automotive industry.

Between 2011 and 2014, the number of entrants schooled by Porsche rose by 50 percent to 450 and Porsche promises all of its apprentices and students a permanent job upon the completion of their training. Porsche has forged a relationship with local schools and is enjoying a positive track record with improving the prospects of students in the local area. Further good news comes in the proportion of female apprentices involved in this technical-industrial training, which has increased from five to 27 percent in the last three years. "Porsche is aware of its responsibility as one of the most important employers in the region… It is not for nothing that Porsche is rated one of the most attractive employers in Germany," said Thomas Edig, Member of the Executive Board for Human Resources and Social Affairs of Porsche.

Porsche received over 100,000 applications in 2014, yet underwent an employee turnover rate of just 0.61 percent. An in-house talent management system has resulted in 86 percent of the first and second level management positions being filled with its own up-and-coming talent.





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WEBBER, HARTLEY AND BERNHARD VICTORIOUS AT LAST





A long-awaited WEC win came for the number 17 Porsche 919 Hybrid at the Nürburgring...

Porsche claimed a one-two result in front of a huge crowd at the fourth round of the FIA World Endurance Championship (WEC) at the Nürburgring. The trio of Timo Bernhard, Brendon Hartley and Mark Webber won the event ahead of the sister 919 Hybrid of Romain Dumas, Neel Jani and Marc Lieb in second.

Following the 919 Hybrid's maiden victory at last year's finale in Brazil, and the recent one-two result at Le Mans, this is the third major success for the Porsche team. For the driver line-up, which includes former Formula One driver Mark Webber, it is the first and long hoped for WEC race win. Porsche has extended its lead in the manufacturers' world championship and is now lying 33 points ahead of Audi and 95 ahead of Toyota.

The race was action packed with thrilling overtaking manoeuvres. Having started from pole position the number 18 car of Dumas/Jani/Lieb lost the lead in the first half of the race because of long stop-and-go penalties after a technical problem. While the team usually changes drivers at every fuel stop at the Nürburgring, Neel Jani stayed in the car for 76 laps, which equated to two-and-a-half stints. It was also Jani who recorded the fastest race lap at the Nürburgring with a time of 1min, 37.955secs.

Car 17 started from P2 behind the sister car. During a 'full course yellow' he lost around ten seconds because of slow lapped cars between him and the leading car. Later a damaged nose cone disturbed the aero, which is why the team decided to stop early. After 24 laps Timo handed over to Mark, who continued with a new front. Eventually having dropped back to P6, Mark overtook the number 7 Audi on lap 40 to be second again behind the sister car. After 56 laps Mark handed over to Brendon, who took the lead on lap 64 when car number 18 was penalised. After 89 laps Timo took over the leading car to hand it to Mark again after 123 laps. During a 'full course yellow' after 144 laps Brendon jumped in again. After 175 laps Mark took over for the final stint and brought the car home to take the victory.

Webber commented: "Achieving the second one-two after Le Mans is great for our team. This is my first Porsche victory and, of course, it is a big day for Brendon, Timo and myself, and it is always a team effort."

911 RSRs CLINCH ONE-TWO AS WELL!

The Porsche Manthey squad scored its first victory this season in the GTE-Pro class at the Eifel circuit to make it a WEC series domination for Porsche. Richard Lietz and Michael Christensen finished first ahead of their French colleagues Frédéric Makowiecki and Patrick Pilet. The result marked the first 911 one-two in WEC since November 2014, when two 911 RSRs finished at the front in Shanghai. Richard Lietz is the new leader of the World Endurance Cup for GT drivers.

As a guest starter in the KCMG team from Hong Kong, Porsche Works driver and Le Mans winner Nick Tandy won the LMP2 class.

After four of eight races the GTE-Pro standings Porsche sits 24 points behind Ferrari in the World Endurance Cup for GT manufacturers, Lietz heads Davide Rigon and James Calado in the GT drivers' standings by just one point.





Points standing after round nine and ten:

1 Dan Cammish	Redline Racing	248 points
2 Michael Meadows	Samsung SUHD TV Racing	174 points
3 Josh Webster	Team Parker Racing	173 points

CAMMISH CHAMPIONSHIP STEAMROLLER CONTINUES



Runaway points leader Dan Cammish claimed his ninth and tenth wins of a sensational season at Knockhill...

CARRERA CUP GB
ROUNDS ELEVEN AND TWELVE: KNOCKHILL

Porsche Carrera Cup GB points leader Dan Cammish notched-up his ninth win of a remarkable season with another exceptional drive. The Redline Racing driver started second on the grid and made light work of the notoriously challenging Knockhill circuit to finish two seconds ahead of Samsung SUHD TV Racing team-mates Michael Meadows and James Sutton.

Cammish was forced to bide his time in the opening third of the race as Team Parker Racing's pole-sitter Josh Webster got off to a great start. However when the defending champion and Scholar span out at the chicane, the Yorkshireman pounced. It was then a case of managing the gap to the two former double champions, Meadows and Sutton, who were embroiled in a battle of their own.

It was the ninth podium of the season for runner-up Meadows who looked at ease, although he was closely matched by the highly experienced James Sutton. There were also strong results for former BTCC driver Stephen Jelley and Brookspeed's Jayde Kruger who finished in fourth and fifth respectively.

In the Pro-Am1 category, Redline Racing's Jordan Witt finished more than six seconds ahead of nearest class rival, Parr Motorsport's Mark Cole, with fellow title contender Ignas Gelzinis having to settle for third. There were also smiles in the G-Cat Racing camp as Thomas Jennings produced a marvellous display to take his maiden Pro-Am2 victory. It was a hard-fought win with Juta Racing duo Nerijus Dagilis and Tautvydas Barstys applying intense pressure behind.

In race two pole-sitter Cammish took a lights-to-flag victory to make it six consecutive Porsche Carrera Cup GB wins. Cammish proved utterly dominant and never looked like relinquishing the lead on the way to extending his overall points lead. His double victory means that he has not finished outside the top two all season and looks to be edging ever closer to a resounding championship win. Although it is still mathematically possible it seems increasingly unlikely that anyone will be able to catch the 26-year-old, especially if he continues his exceptionally strong run of results.

That said the efforts of Webster, Meadows and Sutton must be commended as all three showed incredible pace throughout the weekend. Webster looked particularly strong in his Team Parker Racing machine and proved his mental strength to put Sunday's first race out of his mind.

Witt regained the standings lead in the Pro-Am1 class with his second win of the day. He now has a slender advantage over main rival Gelzinis who could only manage third. They were joined on the podium by IN2 Racing's Daniel McKay who performed admirably around his home track. There was also a superb drive from Lithuanian Nerijus Dagilis who had to show immense discipline to take the Pro-Am2 spoils.

MORRIS EXTENDS POINTS LEAD AT SNETTERTON

Team Strasse travelled to Snetterton looking to extend both its driver and team championship points tally...

Story and photos: Paul Holroyd



PORSCHE CLUB CHAMPIONSHIP
ROUNDS NINE AND TEN: SNETTERTON

It's very unusual to see Pete Morris make any kind of mistake but with the lights still red for race one at Snetterton Morris's PCM Midlands Porsche 996 lunged forwards leaving him a car's length in front of rival Wilkins. Morris corrected himself when the lights went green allowing Wilkins to take the lead ensuring he gained no advantage and avoided any penalties. As the field approached the first corner Wilkins was leading Morris, with McAleer in third, and Dyer in fifth just behind Paul Winter.

Morris looked fast and posted the quickest time but was struggling to find a way past Wilkins, with McAleer on his tailpipes. On lap six the leading order changed as McAleer moved up on Morris to take second after Morris was forced to ease off to cool his engine down. The formation of the leading three remained the same to the chequered flag with Morris having to settle for third place.

Chris Dyer in the Millers Oils Porsche Cayman S qualified in a strong fifth place, and was fast through the corners, but Dyer had to fend off the advances of the 996s that clearly had the better straight-line speed. Despite Dyer's strong performance he was not able to defend fifth place and it was not long before Harrison and Johnson moved in front resulting in Dyer taking seventh place past the chequered flag.

The class two battle seemingly intensifies each meeting, and Andy Toon in the 968 CS EPC Electrolytic Plating/PCM Midlands sponsored car was relentless throughout the race claiming third place over Higgins after a hard fought battle. Team-mate Hugo Holmes in the Freeman Jewellers Porsche 968 CS was still looking for his first podium of the season, and was fast during practice, but bad luck appears to be plaguing him and he found himself stuck behind a class one car which had made a bad start. Meanwhile David Botterill in the Millers Oils Porsche 964 C2 had made a good start but was finding it hard to keep up with the Boxster, eventually finishing the race in sixth place. Despite his best efforts Holmes had to settle for seventh.

Morris was eager to make up for the mistake in race one, so in race two he soon got ahead of Wilkins heading into the first corner. McAleer in third spot had to retire at the end of lap four with a car problem, leaving Morris and Wilkins battling way out in front. The two remained in the same formation throughout the race lap after lap. Wilkins tried every move in the book to get past and on the last lap made an optimistic move, diving down the inside of Morris. The outcome was inevitable: both cars touched forcing the pair into a spin on the grass.





Fuel Protect Porsche Club Championship with Pirelli, Round Nine:
1) Craig Wilkins (996 C2); 2) Mark McAleer (996 C2); 3) Pete Morris (996 C2); 4) Paul Winter (996 C2); 5) Kevin Harrison (996 C2); 6) Mike Johnson (996 C2); 7) Chris Dyer (Cayman S); 8) Steve Cheetham (Boxster S); 9) Tim Speed (968 CS); 10) Andy Toon (968 CS).

Class Winners:
Wilkins; Cheetham; Gilmore
Fastest Lap: Morris 2min 07.240secs (83.99mph)

Fuel Protect Porsche Club Championship with Pirelli, Round Ten:
1) Pete Morris; 2) Harrison; 3) Winter; 4) Dyer; 5) Cheetham; 6) Speed; 7) Jonathan Evans (Boxster S); 8) David Botterill (964 C2); 9) Toon; 10) Hugo Holmes (968 CS).



With the Wilkins car too badly damaged to move, Morris was able to finish the last lap ahead of the field, taking his fifth win of the season.

Chris Dyer also put in a strong performance battling with Paul Winter for third but had to settle for fourth place, gaining valuable points for the team championship while also moving him up to the fourth overall in the drivers' championship.

In Class two it was Botterill who came out on top of the Strasse drivers, taking fourth place after making a good start and forcing his way through into fourth overall. Unfortunately time was against him and he was not able to catch Evans who was in third. Holmes put in a good performance but with old tyres had to settle for sixth just behind his team mate Toon, who took fifth spot.

just looking

by Peter Morgan



Author of 25 Porsche books, Peter has been involved with the brand for 35 years

Peter Morgan looks at two innovative solutions that may help reduce maintenance costs on 10-15 year old Porsches…



There was a time when Porsche owners had to have a fair amount of 'make do and mend' skill to keep their cars on the road. Go back to the 1960s and 1970s and Porsche dealers were relatively few and far between and the used parts business was limited to one or two autojumbles a year. Often, the only way to keep a car on the road was for an ingenious mechanic to adapt and fabricate.

Today, the picture is quite different for anybody trying to keep their Porsche running on a budget. There is a well developed used parts business and the availability of new parts from Porsche is excellent. Even in the super fastidious world of 'made as new' classic restorations where authenticity is king, replacement with brand-new factory parts has become standard practice.

The trouble is, used parts can be an unknown quantity while the cost of new components from Porsche are often difficult to justify on an older Boxster or 996. And for these more modern cars, clever improvisation can save a lot of money.

In a modern retail service shop, it's a hard call whether to advise your customers on how to reduce their potential maintenance costs or devote time to developing parts that save them money. A workshop relies on revenue from selling and fitting Porsche parts, so doing anything that will cost your business money doesn't sound so smart. The 996 rear main oil seal (RMS) is a good example. Both engine and gearbox have to come out of the car, the two have to be split and the clutch and flywheel removed before the £18 part can be fitted. On a 996, the bill can top £400 before the Chancellor adds his premium. A sympathetic mechanic may advise you to wait until you get the engine and gearbox out for a clutch change, rather than taking everything apart just for the seal, but when the leak is bad you just have to get the engine out and fix the seal with a more modern replacement.

So when I hear about innovative parts that offer owners real savings over the standard 'remove and replace' route, it gets my interest. As we pointed out in our August issue, it is perhaps a surprise that corrosion is an issue that cannot be ignored on a 10-15 year old Carrera. The first 'fix' that I like is a straightforward replacement of the rigid 'crossover' rear brake pipe on the 996 and the second is a cheaper alternative for a rusted out tandem oil/vacuum pump on the back of the 997 Carrera engine.

Developed by Milton Keynes' independent Porsche specialist, ProMax Motorsport, the flexible brake pipe addresses a growing problem that some mid-life 996s and Boxsters have with corrosion of their long, rigid brake pipes.

The most difficult pipe to change is the long rigid one that runs back from the connector block mounted on the undertray (under the nearside door) and back over the gearbox to the offside mount for the normal rear flexible pipe out to the brake calliper. To replace this rigid pipe with the standard Porsche part (another rigid steel-based brake pipe), the engine and gearbox have to be taken out.

Andy Everett at ProMAX has developed a long, braided flexible pipe, complete with the correct fittings, that easily retrofits to the car without the need to take out the engine. As we all know, braided pipes are the preferred solution for most competition flexibles, so this is a quality fix. The pipe is simply directed over the gearbox and tucked out of the way using cable ties. The cost saving is considerable, not least because the time spent on the job is significantly reduced. And for a more mature 996 or Boxster, it's a solution that meets the cost expectations of the owner.

The second solution isn't quite so easy to fit but shows somebody is thinking about the cost of running an older 997. The tandem oil/vacuum pump at the back of the M97 Carrera engine is very prone to corrosion of its steel case. A typical lifetime for a British example might be eight to ten years, but the replacement cost is a punishing £350 plus VAT and fitting.

I've seen many tandem pumps that are either heavily corroded or already leaking oil and it is a real issue with this engine. Colin Belton at Ninemeister in Warrington has developed a billet machined replacement for the original mild steel casing and is offering it for £165 plus VAT. While fitting it is not for the casual mechanic – the heavily corroded old fixing bolts can be difficult to remove with the engine in the car – this is a solution that meets a need. If the higher quality bolts are used to fit the replacement part (this applies to the exhaust fasteners too), this solution should find a receptive audience.

Running an older 997 or 996/Boxster can turn up some wholly unexpected costs already, so anything that makes running one cheaper is to be welcomed ○

> *"For these more modern cars, clever improvisation can save a lot of money"*

The views of the author are not necessarily shared by the magazine.

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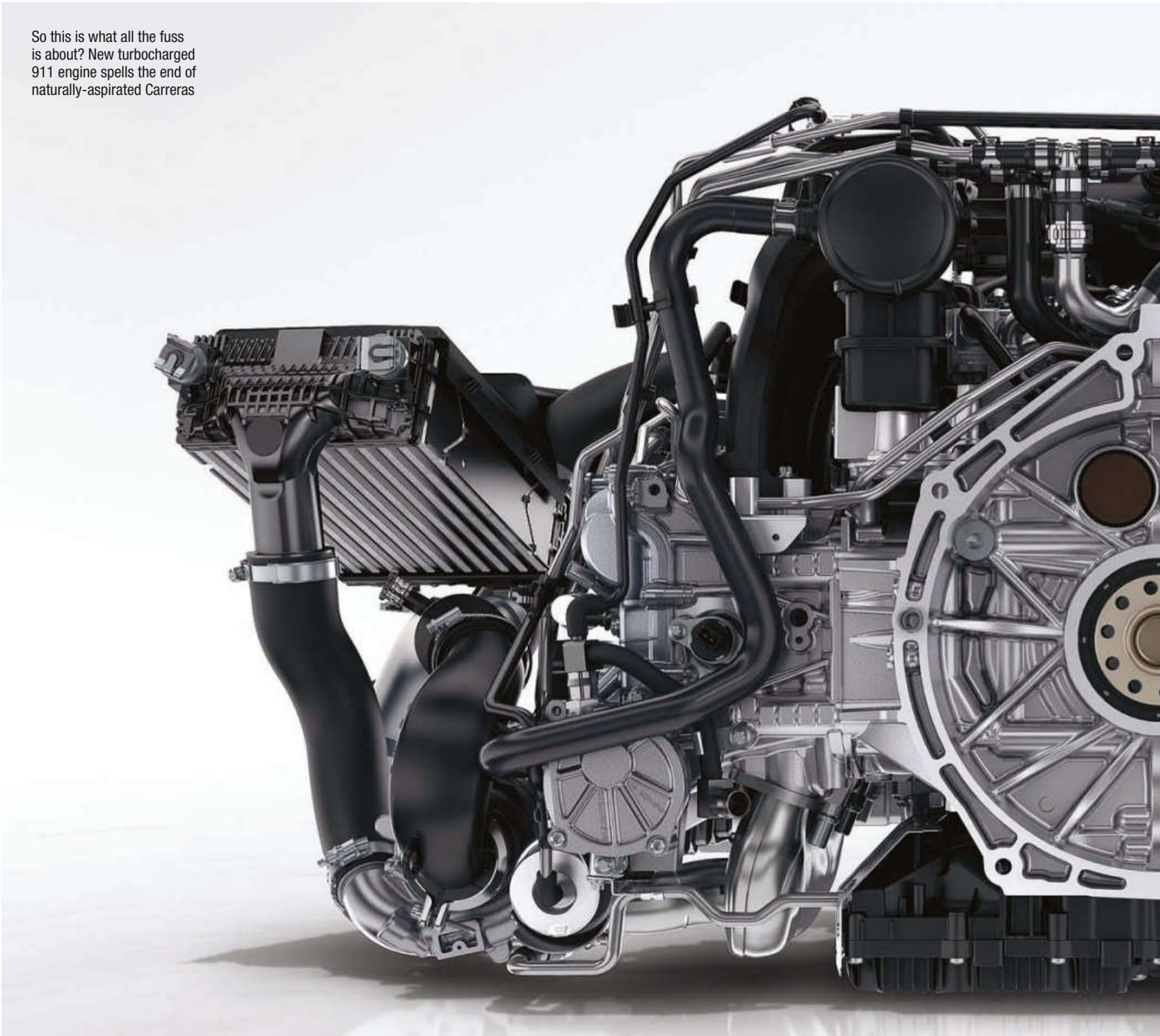
It's here. The second-generation 991 brings with it a huge step change for Carrera engines. Welcome to the new 911…

Story: Andrew Frankel Photography: Porsche



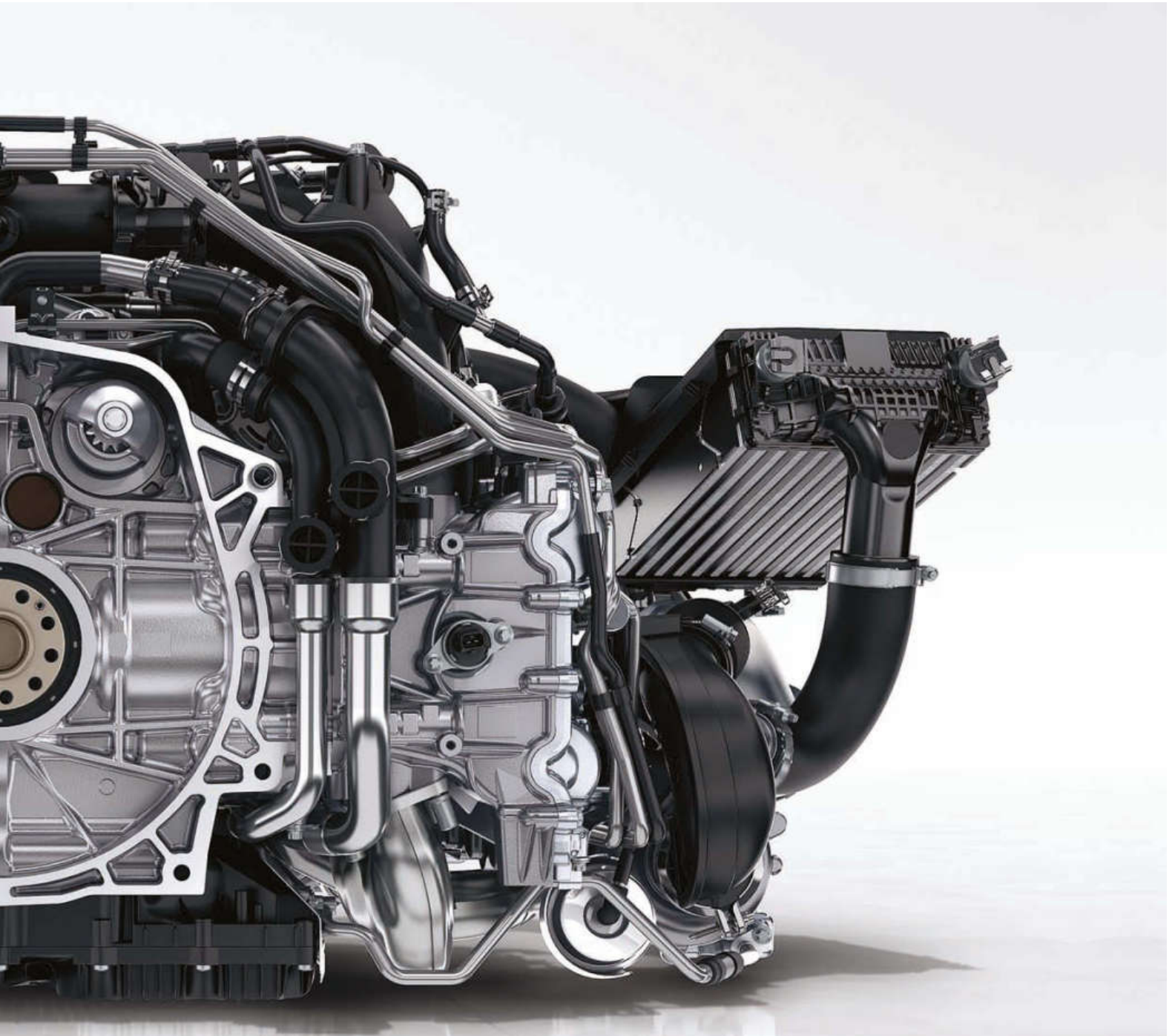

PORSCHE
911 Carrera
S GO 4210

So this is what all the fuss is about? New turbocharged 911 engine spells the end of naturally-aspirated Carreras



I was going to save this to the end, but on reflection I think it better to spare you the suspense. Porsche has, at least as far as I can tell, once more failed to bugger up the 911. This is a familiar theme. I first recall it when the 964 was launched in 1989 in big bumpered splendour with power steering, moderated manners and, the shame of it – ventilation controls you didn't need a degree to operate and which actually had some effect when you did. Then there were those – me among them – who criticised the styling of the 993 with its broad rump concealing a proper multi-link rear end. You won't need me to remind you how many considered that the 996 committed true sacrilege by being cooled by what it drank rather than breathed and, of course, there was the 991 with electric power steering that meant to some it couldn't possibly be a 911. Indeed, and as I think about it, most new generations of 911 over the last generation have been Fonzie jumps the shark 911s: those that took a winning formula and finally pushed it further than it cared to go. Except we were all wrong. The 911 is still here, 964 values are rising, 993s are talked about in reverential terms, the 991 is totally accepted and even the poor old 996 appears to be undergoing some form of reputational rehabilitation.

So what new indignity has Porsche sought to visit upon the world's most enduring sports car? What fresh reason has it invented to allow people like me to tell people like you that things



ain't what they used to be and that what remains is a 911 in name only? Turbochargers, that's what.

You'd think it would barely constitute news, given that Porsche has been force feeding flat-six 911 motors for over 40 years, but with the 911 Turbo there's always been more to it than meets the eye. Truth is that normal 911s have always been naturally aspirated and at least usually more highly regarded than their pumped-up Turbo sisters. And herein lies the source of the concern: a 911 with only a little more power than an existing

Porsche has, at least so far as I can tell, once more failed to bugger up the 911


PORSCHE
911 Carrera S
S GO 4020



Porsche has been unable to resist tinkering with just about every area of the car hidden beyond sight

Carrera or Carrera S, but with the slower response, restricted rev range and muted voice of the Turbo. The worst of both worlds, in other words.

Remember too that whatever it might protest to the contrary, this is not a move Porsche wanted to make. Ask its engineers whether they'd prefer their 911 to be have turbos or not and you'll get a pre-packaged set of answers earnestly explaining the new engine offers more power and torque for lower consumption and emissions. All of it undoubtedly true and none of it even approximating to answer to your question. The truth that dare not speak its name is that Porsche's Volkswagen owners are, like all car makers, operating at legislative gunpoint, forced to drive down emissions across the board and because Porsche not only makes cars that are partial to a drop but also sells them in reasonable quantities, it's perhaps not surprising it's been selected to do more than its fair share of the heavy lifting. And that, in turn, is why the 911 has followed in the footsteps of so many others along the road to a downsized, turbocharged future and, make no mistake, four-cylinder turbo Boxsters and Caymans are not far behind.

The new engine – and while it remains horizontally opposed it is entirely new – displaces a fraction less than three litres regardless of whether you buy a base Carrera or a Carrera S model. Indeed the internals of both engines are identical, down to their shared 10.0:1 compression ratio, and it is only fractionally larger turbo impeller blades, new electronics and a different exhaust that allows the S to raise its output from the 365hp of the Carrera to 414hp. The outgoing models made 345hp and 394hp respectively. The new engine will also rev to an impressive 7500rpm, less than 1000 lower than the old atmo unit. Its more subjective character I will return to presently.

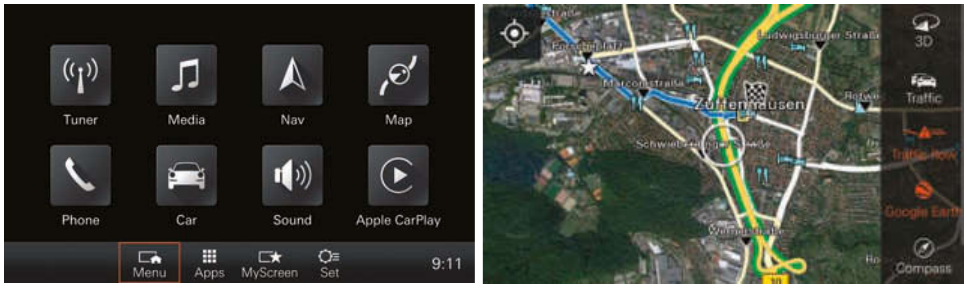
For now, though, please join me in a brief guided tour through the rest of this second-generation 911 for while visual modifications are so slight as to amount to little more than a trick of the light, as ever Porsche has been unable to resist tinkering with just about every area of the car hidden beyond sight beneath those oh-so familiar lines.

So let's start with the gearbox to which that engine is attached. Manual cars have the dramatically revised seven-speed unit first seen in the current GTS, longer ratios for third to seventh gear to improve economy and exploit its new found torque and a brand-new twin-plate clutch to ease pressure on the driver's left leg. For the PDK auto, Porsche has finally bowed to what its colleagues in the Motorsport department have known for some time: downchanges on the gearshifter should be pushed, not pulled. It also has a dual mass flywheel that allows improved

smoothness and low revs, so encouraging the driver to select higher gears and save fuel.

On the chassis side, and for the first time, PASM active dampers are standard on all models. The ride height has been dropped by 10mm (and a further 10mm if Sport suspension is chosen), new shock absorbers with a wider range of operation are claimed to improve both ride and handling, the rear wheels have swelled by 0.5" and now carry a 305-section tyre. For the first time the rear-wheel steering (already seen on GT3s and Turbos) becomes an option on the Carrera S. Customers who choose the Sport Chrono pack now also get a 'Mode' button on the steering wheel, allowing the car to be configured for 'Normal, 'Sport', 'Sport Plus' and 'Individual'. All offer different settings for the PASM, PDK shifting strategies and, if fitted, active engine mounts and sports exhaust system – the latter letting drivers choose the combinations for themselves. There is also an 'overtake' button on PDK cars that preloads the transmission and sharpens the engine response for periods of 20 seconds at a time should you really need to dispatch a line of traffic with unfeasible speed.

The PSM stability management has been reprogrammed, too, and on Sport Chrono cars a new 'PSM Sport' mode is offered. Interestingly, this is known among Porsche engineers as 'drift mode' though they have been instructed never to refer to it as such to people like me. Basically it



Redeveloped PCM now features advanced touch-screen capability including Google Earth, Street View and online functions









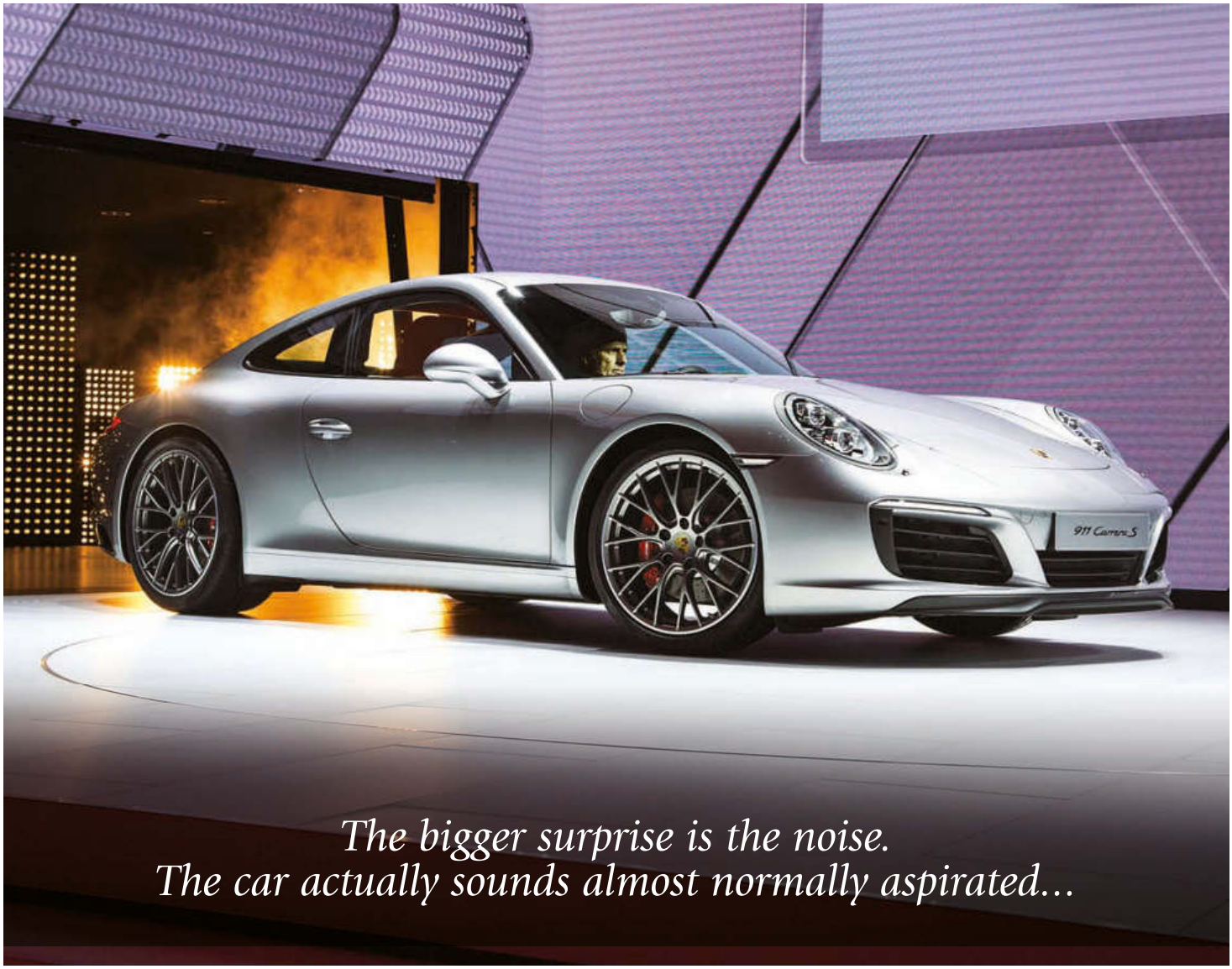
allows the car to oversteer and while it does, monitor how the driver manages the steering and throttle. If it concludes there's not a complete idiot behind the wheel it will let the slide develop and be maintained; on the other hand, if it concludes a moron is at the helm it will at least endeavour to save you from yourself. It can, of course, still be disabled entirely leaving only ABS as the last line of defence between you and the scene of the accident.

Inside the car you'll find the same steering wheel as used in the 918 Spyder with an optional (and to me less desirable) smaller diameter version. But perhaps of more interest is a completely redeveloped PCM touch-screen, which now has enough computing power to run a small government. It will take instructions issued by voice or finger scrawl, recognise the difference between finger wiping and sliding and accepts two finger scaling and rotation. Apple users can use CarPlay, effectively turning the car into a vast iPhone, while the nav system has been transformed to accept Google Earth, Street View and online searching for destinations. Traffic is monitored not only in all the usual ways but via GPS data gathered from global vehicle fleets and mobile devices, allowing not only more accurate traffic reporting but an ability for it to be updated every two to three minutes. There is also full music streaming and a dedicated Porsche Connect App.

But what you really want to know is what the new second-generation 991 is like to drive. I'm afraid you'll have to wait a little longer for the answer to that question because Porsche thinks it's far more fun to tantalise and tease the media with passenger rides first.

I am always deeply suspicious of these exercises and were this not a car as important as a new 911 I would probably have turned down the invitation. What happens is you are parachuted into the wrong seat and forced to sit next to a Porsche certified grinning loon whose knowledge of the track (in this case Hockenheim) is bettered only by his knowledge of the car (a convertible Carrera S, as you're asking). You set off and as soon as you pass the green light at the pit exit your chauffeur quickly ramps up to qualifying pace. Every corner is taken with the car at as absurd an angle as possible, the degree of drift usually limited only by the limits of the car's steering lock. You will sit there and be forgiven for concluding this must be the finest handling car that has ever been invented because otherwise, and quite demonstrably, you'd be dead by now.

The danger is you read too much into it, and



The bigger surprise is the noise. The car actually sounds almost normally aspirated...

jump to conclusions you are not entitled to draw. So if you read anywhere else about the car's throttle response, its steering, how progressive it is on the limit and how much or little lag the engine has, just ignore it because the writer knows no more than you.

So what can be divined? Well clearly the car has power, and proper power, in places no normally-aspirated 911 has ever had power. The Carrera S drives out of slow corners at lower revs like a locomotive, because now it develops maximum thrust at just 1700rpm instead of 5600rpm and maintains an unwavering 368lb ft of torque all the way to 5000rpm. So it should be safe to say this new engine brings new flexibility to the entry level 911s, adding at the bottom of the rev range what it loses in sheer sharpness at the top.

The bigger surprise is the noise. If you put the sound on an old Carrera S and that of a Turbo as your two poles, I'd have bet plenty that aurally at least the new Carrera S would reside far closer to the Turbo. Not so: the car actually sounds almost normally aspirated, only a touch of softness in its voice at high revs hinting that its exhaust gas has gone via turbines on the way out. Or at least it did in the car I was in: interestingly every available car at Hockenheim had sports exhausts because, says Porsche, that's just what the available prototypes came with. And if it turns out that on normal pipes the car sounds as interesting as a dish-washer, that would indeed have been a serendipitous turn of events.

As for the rest of the car, I can tell you that a professional test driver can talk and gesticulate with one hand while the other holds the car on full opposite lock and I can tell you that he told me this is easily the best-handling standard 911 there's been. He also said he'd give up normally aspirated engines for a turbo as good as this in a heartbeat and that there really is genuinely no lag. But then he's paid to say that, and the real truth is that while I enjoyed my ride in the new 911, by the end it asked far more questions than it answered.

All I think I can say is that I saw, heard and felt nothing to suggest that Porsche's bold decision to turbocharge the normal 911 is going to backfire in their faces. Indeed it seems to fit well with Porsche's strategy to provide more user-friendly cars for those who like the idea of owning a Porsche but will never even reach the rev limit let alone the handling limit, while the GT3s are left normally aspirated for the rather rarer cohort of purists and nutters like me. I remain to be convinced that a turbocharged Porsche can ever offer a purer and more lucid driving experience than one that is normally-aspirated, but that is not the point of this car: its job is to broaden not deepen the envelope of 911 ability and from everything I have seen so far, that is precisely what it achieves ○

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TURBOCHARGED 911s: *A History*

Turbocharged 911s are nothing new. In fact, the second-generation 991 Carrera will follow an illustrious bloodline of force-induced ancestors…

Story: Simon Jackson Photography: Various

At the 1973 Frankfurt Motor Show Porsche showcased a prototype version of the new 911 Turbo. It was the first time Porsche's flagship sports car would run force-induced power and, as we now know, it would not be the last. From its 3.0-litre flat-six the 911 Turbo of the period produced 260hp and was capable of a top speed of 155mph. It marked a rather radical departure for Porsche, and various other car makers of the time who followed, by introducing technology usually only found on the race track to our road cars. Porsche's engineers used knowledge obtained in motorsport competition, principally through the 917 racing programme, to make a turbocharged street car both useable and reliable.

In 1975 Porsche's initial plans were to build just 400 911 Turbo 3.0 cars. This was far exceeded, however, as by 1977 a total of 2876 examples had rolled off the production line. Two years in the concept had proved its worth and Porsche subsequently upped the model's engine capacity, and thus its horsepower, to 3.3-litres with 300hp, still with a single turbo. With a larger bore and stroke, the 3.3-litre engine incorporated an intercooler for the first time, raising compression resulting in the subsequent hike in horses. The 930 was, and still is for many, *the* 911 Turbo to own. Throughout the 1980s the Turbo remained a celebrity mainstay in Porsche's model line-up. In 1987 both Targa and Cabriolet variants joined the existing Coupé, until production of the 930 ceased in the summer of 1989.



1975: The first orders for the new 911 Turbo are fulfilled. The 3.0-litre, 260hp car is more than reminiscent of the 911, yet Porsche's marketing and PR team attempt to position it as a standalone model. This largely fails.

1973: A prototype of the first turbocharged 911, simply called 'Turbo', is displayed at the Frankfurt Motor Show. It receives a positive reaction, which is just as well because Porsche has already committed to bringing it to market. Seventeen pre-orders are taken.

1977: Porsche's initial plan to produce just 400 examples is upped to 1000 but by 1977 nearly 3000 911 Turbos have been built. A new version is created in 1977, too, with a 3.3-litre engine making 300hp; the 'Type 930' is a hit.



1987: After a decade of successful sales of the 930, Porsche adds a Targa and Cabriolet version to the range alongside the existing Coupé model.

1989: 911 Turbo production ceases for two years. In the interim a new version, the 965, with a radical water-cooled 24-valve engine, is stillborn.



It wasn't until the latter part of 1990 (for the 1991 Model Year) that a new 911 Turbo emerged. It was not the radical water-cooled 24-valve 965 that many were expecting (and which subsequently never saw the light of day); rather the new force-induced 911 was a widened 964 with a progressed version of the old 3.3-litre air-cooled mill out back. The revised engine, with a completely redesigned exhaust system, produced 320hp but it was to be the final iteration of the now long-in-the-tooth 3.3-litre powerplant. It would later be superseded in 1993 by a 3.6-litre version producing 360hp running 0.9bar of boost pressure, but this version was only built for one year, making it something of a rarity.

In 1995 the 993 Turbo arrived packing a 3.6-litre engine pushing out 408hp (Turbo) and in 1996 the Turbo S (430hp) thanks to twin-turbochargers, which replaced the single turbo setup employed by Porsche up to this point. For the first time the 911 Turbo benefited from all-wheel drive, too, a system lifted from the 993 Carrera 4 yet pioneered on the epic 959. It equated to an eye-watering 0-62mph time of just 4.3-seconds (Turbo S). Perhaps the biggest step change in the history of turbocharged 911s came in February 2000, though. The 996 generation of 911 represented a radical switch of engineering ethos for Porsche, from air- to water-cooled engine technology, and that meant an all-new type of 911 Turbo. Using four-valves per cylinder, Porsche debuted its Variocam Plus system to improve driveability, and the brand's engineers



1991: A new 911 Turbo finally emerges. It is based on the 964 Carrera and is essentially a 'turbo-look' car with a 3.3-litre air-cooled engine.

1993: The 964 Turbo is remodelled with a 3.6-litre engine producing 360hp, and new styling. This version is only sold for one year.

1995: With the arrival of the 993 variant of 911 comes a new 911 Turbo to match. Packing 408hp, it uses twin turbochargers and all-wheel drive for the first time.



1996: The 993 Turbo S is created producing 430hp.



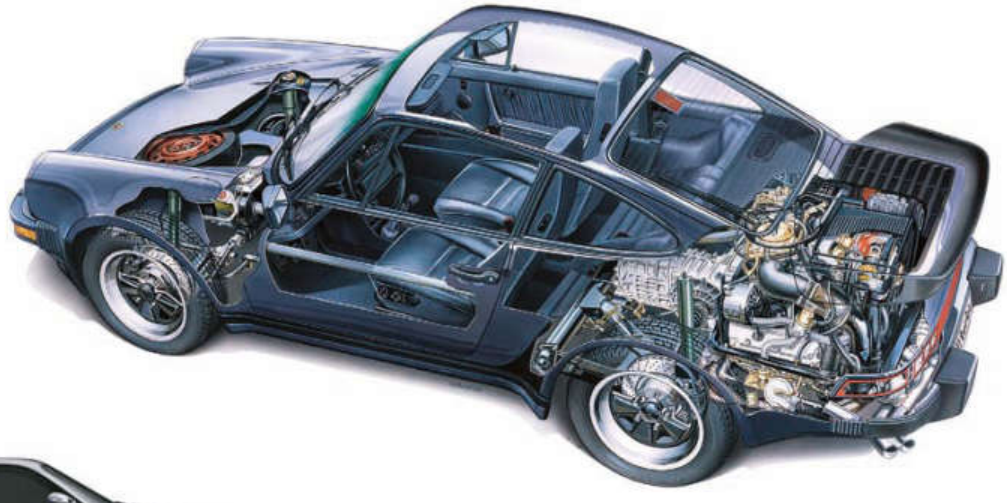
2000: The first water-cooled 911, the 996, spawns a turbocharged version. The 996 Turbo retains the bi-turbo, all-wheel drive arrangement. The Turbo S version has 450hp.

managed to create a bi-turbo engine mated to an all-wheel drive system producing 416hp and hitting 62mph in 4.2-seconds, the Turbo S version equipped with 450hp reducing that time by a tenth of a second.

Despite the huge shift in mechanical design between the 993 and 996, it was the 997 generation of 911 that perhaps provided the largest step up in terms of performance since the 3.0-litre engine was superseded by the 3.3-litre unit in the 1970s. In 2006, for the first time the 911 Turbo's engine featured variable geometry turbochargers; the result was a 997 Turbo with 480hp transmitted to the road with deadly effect through a revised all-wheel drive setup. With the new Tiptronic S automatic gearbox mated to it, this engine could now propel the 911 Turbo to 62mph in just 3.7 seconds, a tenth off the time it was capable of with its six-speed manual 'box. The clocks could now see 193mph, too, if the driver was made of the right minerals.

In 2009 Porsche completely redesigned the turbocharged engine in the second-generation 997 Turbo – the first time the 911 Turbo's engine had been designed from a clean sheet for 35 years. This new mill was larger, at 3.8-litres, and featured Direct Fuel Injection for the first time. Its power output was 500hp on the nose (Turbo) and 530hp (Turbo S), and when combined with the new (optional) PDK automatic transmission it could launch itself to 62mph in just 3.2 seconds (Turbo) and 2.9-seconds (Turbo S), yet return in excess of 20mpg when required. And things progressed further still with the arrival of the 991 Turbo in 2013 as the numbers rose once more to 520hp (Turbo) and 560hp (Turbo S). PDK was the only 'box available and active rear-wheel steering together with active aerodynamics made it the most advanced incarnation of the model ever built. Ferry Porsche drove an example of the first generation 911 Turbo back in 1980 for over 5000 miles and was a notable fan of the concept. What he'd have made of its 2013 991 equivalent we'll never know.

Fast forward to the present day and at the 2015 Frankfurt Motor Show Porsche reveals that in future nearly all 911s, with the exception of the GTS and GT models, will feature turbocharged engines. The emissions and MPG bureaucrats have finally got to the 911. The naturally aspirated Carrera is no more, and we're faced with a strange situation whereby we'll have various turbo 911s, and a traditional 911 Turbo. Quite how the brand will differentiate the driving experiences of these models and how it will steer around the naming convention nightmare will prove fascinating. Regardless, Porsche's expertise in producing sublime turbocharged 911s has already been proven by its rich historical timeline. The inevitable cries that we've seen 'the last true 911 Carrera' are sure to be quickly silenced, as an iconic car, with an accomplished system of propulsion, marches resolutely onwards ○





2006: Enter the first generation 997 Turbo. It benefits from 480hp from a 3.6-litre engine.

2009: A Gen-2 997 Turbo arrives with a completely redesigned turbocharged engine. The stats are: 3.8-litres, Direct Fuel Injection, 500hp (Turbo) and 530hp (Turbo S), with PDK offered for the first time.

2013: The 991 Turbo replaces the 997 version. With 520hp (Turbo) and 560hp (Turbo S), PDK only and active rear-wheel steering, it's the most advanced 911 Turbo yet.



2015: 40 years after the first turbocharged 911 Porsche reveals that nearly all 911 models will now feature turbocharged engines. The naturally-aspirated 911 Carrera is dead, the turbo 911 Carrera is born. But where does this leave the traditional '911 Turbo'?



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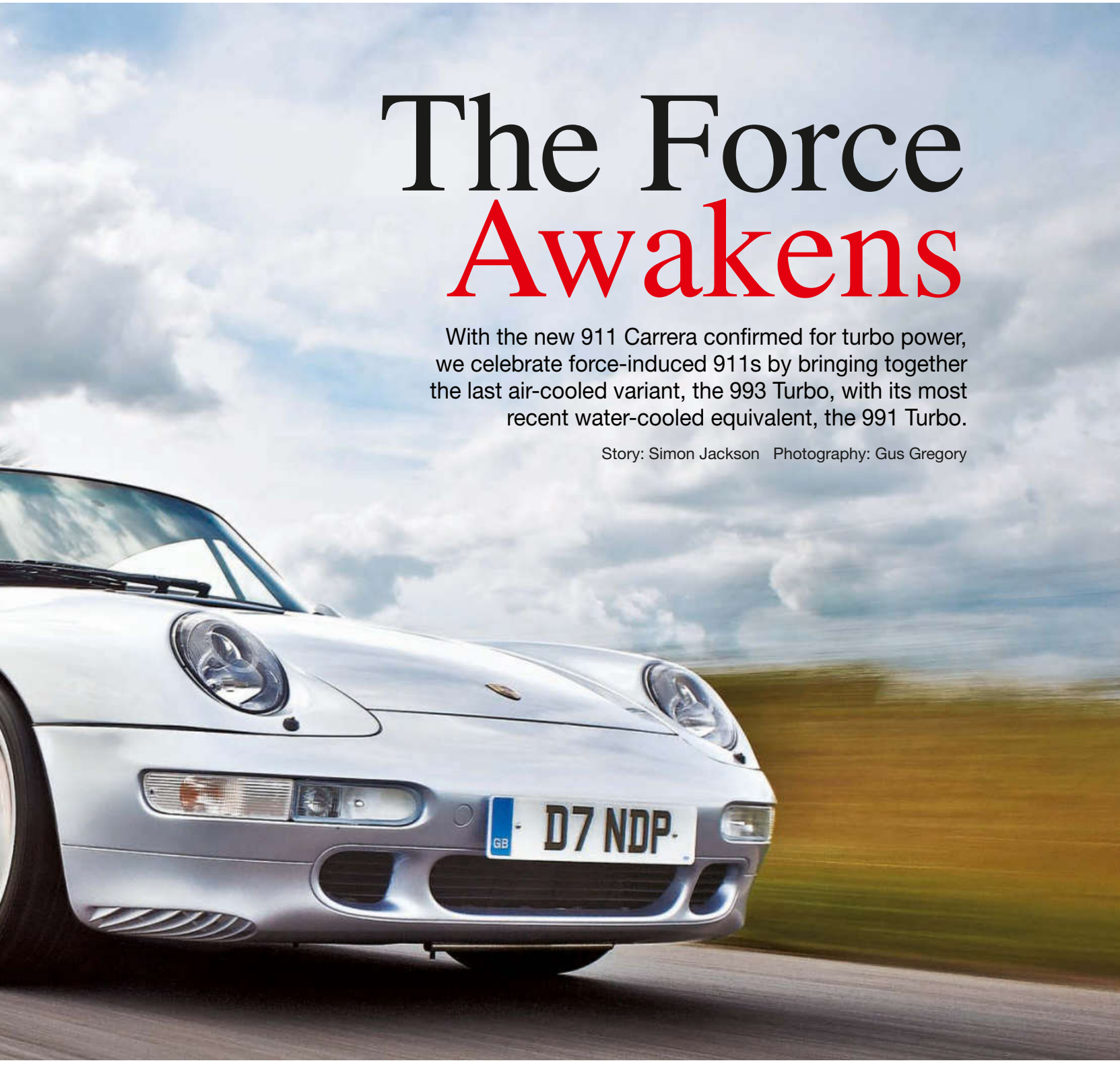
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When you delve into the reasons behind certain technological developments at Porsche, nine times out of ten you will invariably arrive at motorsport as the key driving force behind any watershed step changes. Porsche's abounding historical success on track has, on more than one occasion, served as the genesis for a great idea on its road cars. And guess what? We can largely thank top-level motorsport competition for the road-going turbocharged Porsches we enjoy today, motorsport and a man called Ernst Fuhrmann. You'll likely know the name: Fuhrmann became the boss at Porsche in the Seventies when the Porsche and Piech families stepped back from power. History records Fuhrmann as being known for two things: a passion for racing and a love of quick road cars. You like him already, we can tell. Fuhrmann believed that racing had the ability to inspire, presumably both his future customers off the track and definitely his team of young engineers at the factory.

Fuhrmann's engineering background prior to rising to the big chair was perhaps a large blessing. It allowed him to think of feasible methods around a few sticky situations during



The Force Awakens

With the new 911 Carrera confirmed for turbo power, we celebrate force-induced 911s by bringing together the last air-cooled variant, the 993 Turbo, with its most recent water-cooled equivalent, the 991 Turbo.

Story: Simon Jackson Photography: Gus Gregory

his time, and how best to push the company forward during difficult periods, such as the much-reported fuel crisis of the 1970s. One problem occurred in the early part of the 1970s when a threat from BMW to steal Porsche's sports car customers became a very real one.

Keen to head off the advances of the 2002 Turbo, originally a racing concept now turned road car, Fuhrmann copied BMW's little trick and turned it against them. Looking back to Porsche's iconic Can-Am competitor, the 12-cylinder 917 for salvation, Fuhrmann decided it would make economical sense to exploit the wealth of turbocharging knowledge the company had accrued whilst racing the car. Porsche began exploring the possibility of utilising 917 racing technology on its road cars. Perhaps most importantly it had managed to overcome the disadvantages of turbocharging through the use of regulated boost pressure, utilising an exhaust bypass valve. Porsche had also already bench-tested a force-induced 2.0-litre six-cylinder road car engine in the '60s, but now Fuhrmann commissioned a turbocharged 911 test mule be built-up – for his own use. Now you definitely like him, right? A 2.7-litre 911 was readied for forced induction using technological

developments pioneered on the 917 – a road going 911 Turbo was born in the spring of 1973 with 260hp and the capability of reaching 155mph. The rest, as they say, is history… history that has actually become quite an integral part of the Porsche 911 story.

By the arrival of the 993 in the early 1990s, 911 Turbos were nothing new. What was new though was a force-induced 911 with all four of its wheels being driven. Up to that point in time 911 Turbos had always been strictly rear-wheel drive (with the exception of the 959 if you count it as a 911), but to cut costs it was decreed that any Porsche producing over 400hp would hereafter be all-wheel drive. And the 993 Turbo that first emerged at the Geneva motorshow in 1995? It boasted 408hp and the all-wheel drive system lifted from the Carrera 4. Assembly of the new car had begun in late '94, but production started in earnest in 1995, during the course of the car's production cycle over 6500 examples would be built.

History records that the 993 Turbo provided a clear opportunity for Porsche to address some burning engineering issues left unattended on the 964 equivalent, by all accounts a project with a few corners cut in the name of saving a Deutsche Mark or two. As had been the case all those years before with Fuhrmann's prototype, borrowing concepts from Porsches of old, the 993 Turbo lifted one from the aforementioned 959 in that it featured two turbochargers, not one. Unlike the 959, however, the two turbos on the 993's 3.6-litre M64/60 engine were not arranged sequentially, but rather mimicked race setups with a turbocharger devoted to each bank of cylinders. As the blowers themselves were only required to deal with gasses from one half of the engine, this allowed for them to be smaller (KKK K16) units, which in turn equated to lower levels of turbo lag – thus increasing driveability. The 993 may have signalled the end of Porsche's love affair with air-cooled engines, but that didn't mean that it had stopped progressing their ability; this 911 Turbo could hit 0-62mph in 4.3 seconds, and reach a top speed of 182mph. A 993 Turbo in many respects then represented the pinnacle of Porsche's turbocharged air-cooled engine technology.

Forty years on from Fuhrmann's Turbo, the 911 had evolved considerably. Gone were the air-cooled engines of old, in had come water-cooled mills – the 911 Turbo was now referred to in hushed tones by a new nickname: 'supercar'. But the essence of what the 911 Turbo stood for still remained the same. Blending performance with efficiency and innovation, a 911 Turbo was still a fearsome weapon and for many the paramount Porsche sports car. When the first-generation 991 became available in Turbo and Turbo S guises, there was never any question that the new model would push Porsche's engineering excellence further than ever before, and that we'd be delivered a driver's 911 in the true Fuhrmann vein. And in 2013 that was the case. When the 997 Turbo had arrived we'd questioned how it



The 991 Turbo is always a mere split second from a colossal hit of boost and the subsequent rush of speed that it provides



Decades separate the 993 and 991, but those five letters on the rump signify a shared bloodline of force-induced motors…







The latest 911 Turbo is tough to fault – it's an accomplished all-rounder for the modern era

could enhance what the 996 Turbo, Porsche's useable 'everyday supercar', had started and the same was true with the advent of the 991 equivalent. The answer to both questions was simple: more of everything we liked. Increases to engine output may have been par for the course; the 991 Turbo boasted more horsepower than any turbo 911 before it, but it also benefited from more economy and greater driveability too. Porsche said it had created a 'more flexible engine with greater torque', that was playing things down a touch. With in excess of 500hp, the 911 Turbo had become an advanced, highly complex feat of engineering.

991 TURBO

'Instantaneous'. That's what the press information says about the power delivery in the 991 Turbo – and I'd have to agree. I admit I miss the drama and presence of the Carrera when I turn the key to fire it up; there's no booming blip of throttle, rather the traditional quieter 'whoosh' of a force-induced motor. But once it has settled into a bassy idle emanating from its quad exhaust pipes, the 991 Turbo can lay claim to its share of foreboding.

One thing that the 911 Turbo has become famed for over the years is its ease of driveability, and this 991 version has the most polished and user-friendly nature in the car's history. It's possible to drive this car around like it's an 'everyman's' VW Golf GTI; quick enough for daily use, economical (we've seen 30mpg from this car), and more practical than you might think for everyday life. However, there's also another more purposeful side to this car. In any gear, at any speed, the 991 Turbo is always a mere split second from a colossal hit of boost and the subsequent rush of speed that it provides.

This isn't the fastest Turbo variant, that crown is reserved for the Turbo S which boasts a further 40hp and 30lb ft torque, but I defy anyone who thinks this version is lacking pace. And there's one real way to silence anyone who might challenge that opinion; activate Launch Control and watch 62mph become illuminated on the dashboard in just 3.2-seconds (with Sport Plus). It's not just the speed of this car that's impressive, it's the way it builds speed – it's an almost silent assassin with a clinical precision and calculated efficient disposition. It doesn't roar like a GT3, it doesn't make a song and dance about things; it just squats down and disappears into the distance without so much as breaking a sweat.

Naturally the most advanced 911 Turbo to date boasts some valuable technological advents. Porsche claims to have 'redeveloped' 90 percent of the components on this model over its outgoing 997 counterpart. We've already mentioned the all-wheel drive system on these cars that actively distributes power via Porsche's Traction Management (PTM) system, active rear wheel steering aids the car's driving dynamics at street level, and on track too. Adaptive aerodynamics benefit performance and efficiency as well, a new front spoiler is hidden in a retracted position under normal driving conditions; it is deployed at higher speeds to improve the car's front end downforce. This works in harmony with an adjustable rear wing, which also extends at high speeds in a tilted fashion with a greater angle for when maximum rearward downforce is required. It all adds to the muscular aesthetic of this car, which is over three-inches wider at its rear haunches than any 911 Turbo before it – there's a pronounced wedge-shaped staggered look to this car. Funnily enough, though, the Turbo's front track is actually two-inches wider than the 'run-of-the-mill' Carrera too, so its footprint is increased – it all aids stability and therefore overall handling.

It is, however, the 3.8-litre Direct Fuel Injection engine and its associated mechanics, including the variable turbine technology, which impress the most in this car. In Turbo guise (not Turbo S) the boxer twin-turbo engine boasts a 20hp gain



PDK system suits the 991 Turbo, and aids its devastatingly quick progress from 0-60mph and beyond…



in engine power with a 16 percent reduction in fuel consumption compared to the previous 997 Turbo model. Just think about that for a second, because adding pace together with increased economy is not to be taken lightly in a car with over 500hp that can hit 62mph in just over three seconds!

Now, you can only buy a 991 Turbo exclusively with a PDK gearbox and that might aggrieve you, but if you can manually change gear faster than this system, you're a better man than I. I'm a believer in the merits of the PDK system in certain Porsches (sorry purists), and this is one of them. Working in conjunction with one another the engine, gearbox and the beautifully balanced chassis have every possible situation covered. From a simple motorway lane change to attacking a corner as though your life depended upon it, the 911 Turbo is a willing partner able to provide every resource at its disposal to aid progress (don't under estimate the effects of that lovely rear-steer system allowing unreal turn-in speed and grip). But it's the sort of car you never really feel you've extracted the full potential from, because the full potential of this car is otherworldly.

A GT3 is a fast 911, make no mistake, but the Turbo harbours an ability to travel quickly in an effortless fashion. It moves from point-to-point with the utmost stability, even at hyper speed the change of direction is dazzling. This has led some to criticise this car as being too sanitised, but rather I think we should be celebrating what the 911 Turbo has evolved to become, putting it atop a pedestal as a technological tour de force. A GT3 has character in spades, a Turbo is a different kind of 911, but what this car might lack in intangible spirit it more than makes up for in the sheer nature of its extraordinary ability. As always, the 911 Turbo remains an overwhelmingly fast and highly competent Porsche with devastating performance. It's just that the contemporary version today is required to deliver a user-friendly idiot-proof drive just like its supercar peers, while also harbouring the absolute animal hinted at within.

993 TURBO

Taking the breathtaking performance and cutting edge nature of the 991 Turbo into account, I'm expecting the 993 to feel less impressive. From the moment I climb inside the cabin, though, I'm pleasantly surprised. Our feature car is owned by Neil Plumpton, a Porsche aficionado who is fast becoming something of a *GT Porsche* regular (we recently featured his 911S 2.2 in our August issue). This 56,000-mile 993 is as immaculate as the day it was new back in 1996, partly the result of Neil's exacting personal standards, and largely due to having undergone an extensive amount of refreshment work by the previous owner to ensure it both looks and drives as best it possibly can.

What this means then is that it provides the fairest possible juxtaposition to its contemporary 991 counterpart today. Everything facing me from the driving seat of this 993 is familiar. Much like the 964 (of which this car shares much of its internal architecture), the 993 has a wonderful way of pleasing the part of you that desires period 911 aesthetics and feel, while also appeasing the element that requires modernity and ease of use. Firing the car into life though really does keep that nostalgic side happy as you're greeted by the joyful noise of a turbocharged air-cooled 3.6-litre flat-six.

The 993 Turbo is not a slow car, and its power delivery, unlike its blown forebears, is progressive – although it has been known to catch a few drivers out in the past, especially in the wet. The car gathers pace far quicker than I'm expecting if I'm honest as I accelerate it firmly from a standing start (at Neil's request I might add!). Requiring me to shift through the six-speed manual gearbox at a pace, 408 horses zip us up to 62mph in just 4.4-seconds (if you're to believe the book figures), many have achieved sub-4-second runs in these cars over the years. The drive is pleasantly surprising, and it feels genuinely quick, even by today's standards, all the way through the process to the point where I think I might have uttered an expletive out loud…

All told it is just 1.3-seconds slower than the 991, and let's not forget that nearly two decades of development separate these two cars, one of which is air-cooled, the other water-cooled. Torque is healthy enough too in the 993 at a smidge under 400lb ft (around 80lb ft less than the 991), which means it pulls hard as the speedometer needle rises and our overall pace increases. Like its descendant, the 993 benefits from an all-wheel drive system, this one lifted from the 993 Carrera 4 and utilising a central viscous coupling splitting drive 40/60 (front/rear), but unlike the modern Turbo it weighs just 1500kg – the technology-laden 991 can add almost 100kg to that figure; the equivalent of a sizable extra passenger.

Entering the corners the 993 feels as assured as any all-wheel drive 911, but if anywhere it's here that it starts to feel its age too. It's tougher to steer than the 991 for sure, but where the contemporary car seems to communicate through the wheel an electronic approximation

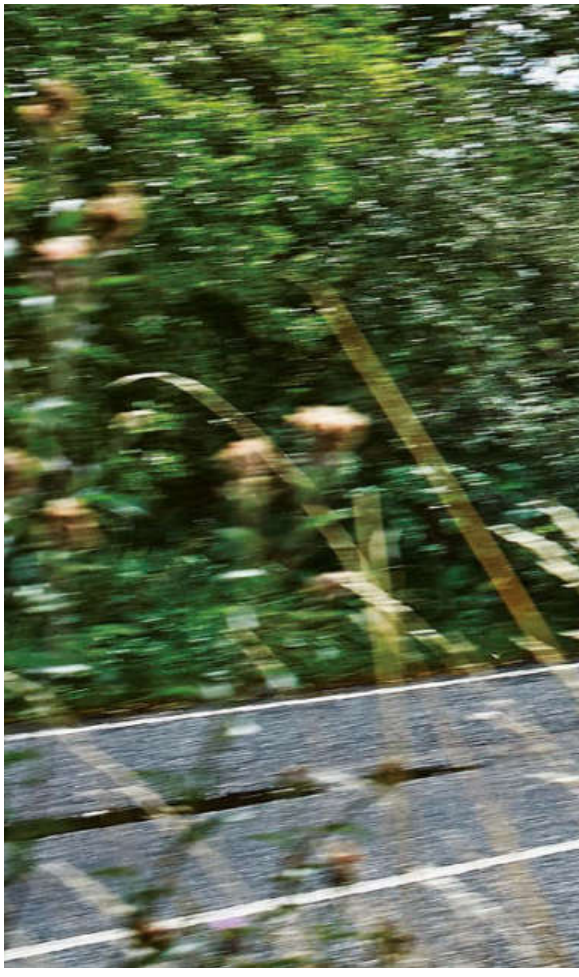


The drive is pleasantly surprising, and it feels genuinely quick, even by today's standards





The 993 Turbo both looks and drives like a more modern 911, and it performs like one too – truly belying its age



of what its wheels are up to underneath you (it's still responsive, just dulled in comparison to the older car), this elder Porsche leaves little feel in doubt, resulting in a car that is realistically more of a talkative driver's 911. Where the 991 feels modern, calm, almost 'digital', the 993 delivers a raw, almost 'analogue' driving experience. But in short it's a comfortable place to be.

Porsche saw the Turbo model as the flagship 993, and a deep dive into its technical specification partly explains why. Alongside the other advances we've already mentioned, Porsche's fully integrated Bosch Motronic engine management system is cited as being the big step forward on the 993 Turbo. This system joined the control of fuelling, ignition timing, and electronic boost pressure together. The Motronic system enabled Porsche to raise the engine's compression ratio in order to provide far better off-boost throttle response. Porsche's ABD system enabled each wheel to be individually braked, and of course there's also a limited-slip differential under there between the two rear wheels. In developing the 993 base chassis, Porsche's engineers had already accounted for the extra power of the Turbo model, so only small adjustments were required including a wider rear track and uprated (read stiffer) suspension components being fitted to the Turbo car. Much like the 991 there were aesthetical differences between the 'normal' 993 and the Turbo variant too, which comprised aero-friendly wings and vents for best airflow.

It's sophisticated, this 993 Turbo. It was the case at the time, and it remains so today. Aside from being a watershed 911 given its historical status (along with the 993 Turbo S) as the final air-cooled force-induced 911, the 993 Turbo is remembered as being a rather large leap from the 964 Turbo in terms of overall design dynamics. In many ways, though, it's also the 911 that really began the landslide move toward the car becoming a refined Grand Tourer in the modern sense of the genre. As such it is arguably more driveable, and more user-friendly than its predecessor, its handling more docile, the car generally less formidable – but do these facts make it a bad 911? Not at all… Just like the latest modern incarnation, the 993 Turbo remains an utterly captivating missile.





There's enough nostalgia inside to keep classic 911 enthusiasts happy, but the driving experience is far more contemporary



In order to survive the 911 Turbo has had to evolve over the past 40 years into a comprehensive all-rounder

CONCLUSION

In order to survive the 911 Turbo has had to evolve over the past 40 years into a comprehensive all-rounder, we've seen the evidence of that right here. Yet for all that it does so well by any modern standard, the 991 version somehow manages to retain an essence of vivaciousness, a hint of the past and the kind of spirit I imagine was oozing from that first Fuhrmann prototype car all those years ago. It's a sprit which has been evident throughout the model's timeline ever since.

Naturally the latest incarnation of the car enjoys an intrinsic aptitude across the board, above and beyond anything an older car like the 993 could come within spitting distance of – it's evolution. But likewise there are some more traditional aspects of the 993, characterful elements that the 991 can't touch with a barge pole. Regardless the pair do share their model line DNA with one another, and without wishing to sound like a fence-sitting cop-out, both are fantastic 911s in their own right.

We brought these two cars together as they both signify the end of an epoch for the 911 Turbo. The 993 here represents the end of the air-cooled era, while the first generation 991 represents the last Turbo- badged 911 to run alongside a naturally-aspirated Carrera in Porsche's model line-up. With news that the next iteration of 911 Carrera will be turbocharged, so begins another chapter in the history of force-induced 911s. We might well miss the raucous cry of a naturally-aspirated six-shooter out the back of a Carrera in future, but when you take the time to examine the chronological history of blown Porsche 911s, it soon becomes pretty clear that they have always been, and will probably remain, pretty damn special. Surely Ernst Fuhrmann would have approved of this legacy? ○



THANKS TO:

Neil Plumpton for providing his 993 Turbo for our photoshoot



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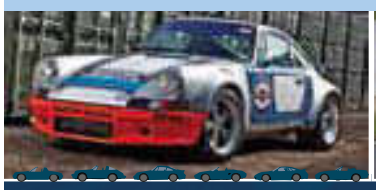
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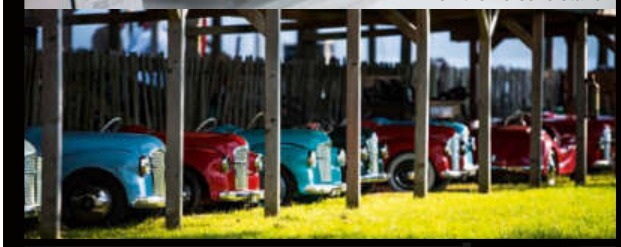
Period Perfect





Old and new Spyders on the Porsche stand













Battle of Britain flights thrilled spectators



The Goodwood Revival is a weekend of unadulterated nostalgia…

This year the Goodwood Revival attracted a record crowd of 149,000 visitors. It was the 18th year of the event and it took place at the iconic Goodwood Motor Circuit.

As has become par for the course, the Revival is adept at celebrating anniversaries in style, and this year it was the turn of the 50th anniversary of Shelby's World Sportscar title. As such, the weekend included the first gathering in history of all six original Shelby Daytona Coupés and a tribute to the career of legendary racer, team boss and constructor, Bruce McLaren.

The Revival has become famed for its on track action, and this year saw some of the closest racing in the event's history. The annual RAC TT Celebration race for early 1960s GT cars was won by the JD Classics-prepared Jaguar E-type of former British Touring Car Champion Gordon Shedden and Chris Ward. Meanwhile the second blue riband event, the St Mary's Trophy for 1960s saloons, was dominated by the Ford Fairlane Thunderbolt of Tom Kristensen and Henry Mann. Chris Harris held his own in a rather beautiful Porsche 356 in the Fordwater Trophy race on Saturday, the Lee Maxted-Page prepared car is owned by Take That star Howard Donald. However, long before the Union Flag was replaced by a chequered one John Young's Jaguar XK120 had overtaken Harris for the lead.

The 75th anniversary of the Battle of Britain was commemorated at Revival with an evocative 12-Spitfire flypast. Track displays included a collection of over 50 'Series' Land Rovers and more than 25 US 'Gassers' that lit up their tyres with a series of spectacular burnouts each morning, while the Earls Court Motor Show central concours celebrated Ferrari through the ages. Bonhams' Saturday sale of historic cars and automobilia resulted in the usual heady mix of lust-worthy metal selling under the hammer for eye-watering prices.

As usual the Goodwood Revival is like stepping back in time, partly thanks to the efforts of Lord March's attention to detail, and partly due to the spirit of the event, which draws 98% of all-comers into dressing in period clothing for the occasion ●

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Events like the Goodwood Festival of Speed are the only time Rudi drives for Porsche these days, but at 71, he's more than happy with that…

RUDIMENTARY MESSAGE

Story: Johnny Tipler
Photography: Steve Hall and various

Rudi Lins was a member of the Porsche factory team, scoring a podium at Le Mans. *GT Porsche* caught up with him at the recent Goodwood Festival of Speed to quizz him about those halcyon days…

Rudi Lins enjoyed a brief but reasonably successful race career. For six years, from 1965 to 1971, the Austrian wheelman drove a succession of Porsche racing cars and, crucially, was on the factory roster, in the vanguard of privileged drivers whose careers were in transit during the company's most intensely evolving period. It was an era when endurance racing metamorphosed from enthusiastic amateur status to commercially sponsored professional status, accompanied by major changes in regulations, too, as the World Sportscar Championship switched to the World Championship for Makes, obliging manufacturers to respond with iconic designs such as the Porsche 917.







"I've always raced Porsches. I never drove any other make of racing car"

GT: So Rudi, what cars were you driving back in the 1960s?

RL: The last complete season I did was 1970 when I drove the 908. In '71 I drove a 917 at Daytona in the 24-Hours, and my last race was in June that year in a Porsche 911 with Erwin Kremer in the Zandvoort 1000km. After that I didn't drive another race car until '95, and that was a demo in the same 908 long-tail 'Flounder' that I drove at Le Mans with Helmut Marko in 1970 when we were third overall. And for the last ten years I've had the chance to drive cars from the Porsche museum maybe twice a year at revival events. Most recently it was a Carrera 6, and the Formula 2 Porsche 718 from 1960. When I stopped racing I said that I never wanted to think about how I could go half-a-second faster again and so any driving I do now in a racing car is just for fun; going at 80 percent is enough to make it fun.

GT: What got you into racing?

RL: I spent six months at school at Brighton and later on that helped with communication with the English drivers. My first job was a mechanical apprentice with Mercedes-Benz at Untertürkheim, and with a few friends who had a motorcycle licence we would go to watch the racing at Hockenheim. Then, when I had a driving licence, we'd go to watch the racing at the Nürburgring. At Mercedes I became friends with a son of (Silver Arrows star) Hermann Lang, and they did night rallies where you didn't need a racing licence. He suggested that I give it a try and my first rally was in a 356 near Stuttgart. I enjoyed it, so I got into more and more rallies. Overnight rallying led into endurance racing.

GT: So when did you actually start racing?

RL: In 1964, in a 356B Carrera. I've always raced Porsches. I never drove any other make of racing car. We had many hillclimb races in Austria – maybe ten – and there was a special class for the 356 because of its engine capacity, and there were usually between ten to 15 identical cars in that class. My father sponsored me through the family garage business. We didn't have much money, so we built one car out of three crashed ones.

GT: What came after the 356 Carrera?

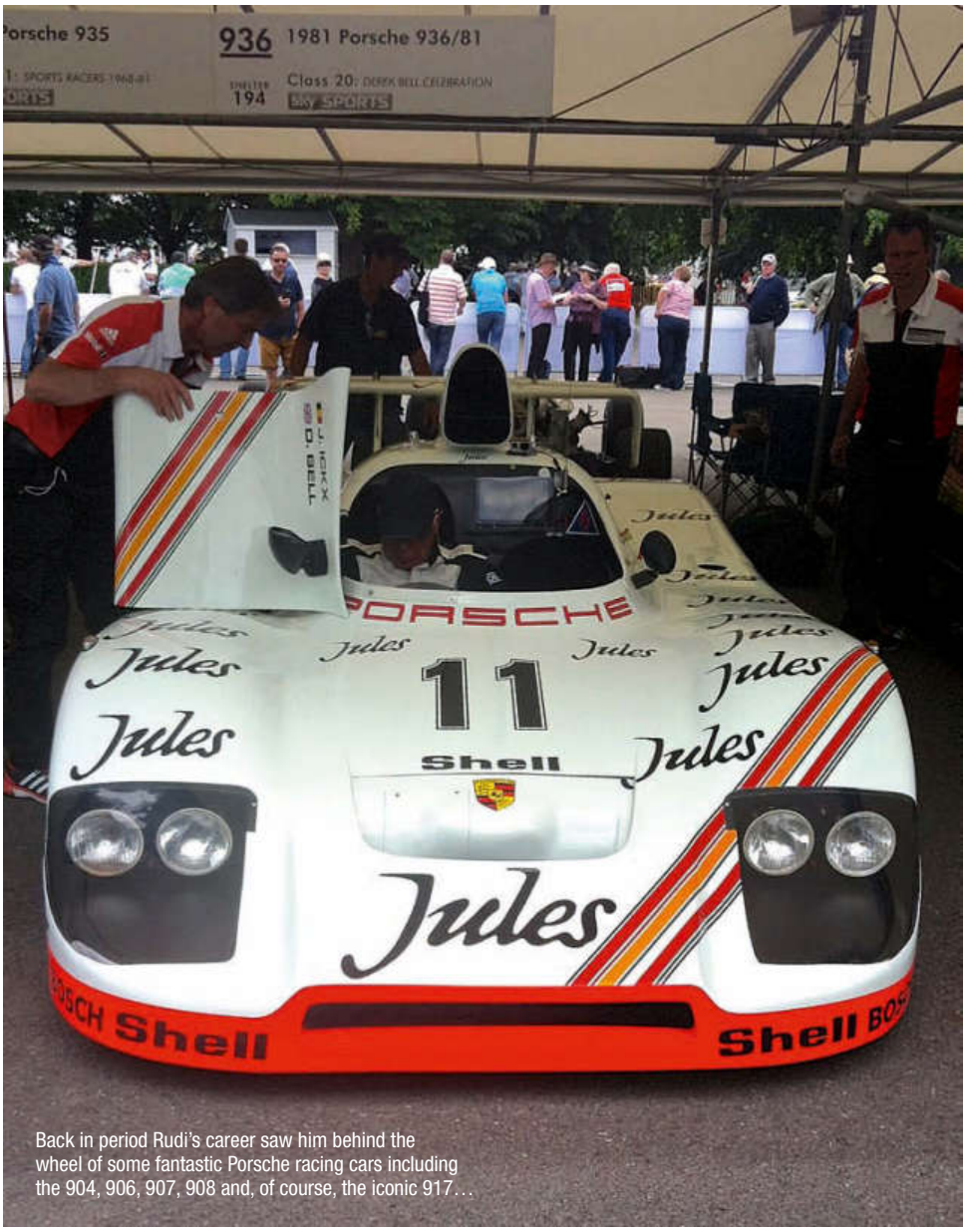
RL: In 1966 I hillclimbed a 904 and then, at the end of 1966 we had three damaged 906s in the workshop, and one car without an engine, plus a gearbox from Porsche's factory team so we created a complete car for the new season. I actually won the 1967 European Hillclimb Championship (Touring Car division) with this 906. The Carrera 6 – 906 – was really the last racing car that Porsche built that could be driven on the road. The 910 that followed was a proper racing car, and the 907 and 908 were more extreme versions of that, culminating in the 917. All were tubular space-framed cars with plastic bodies so were very light and amazing to drive.

GT: What was the competition like?

RL: The Ford GT40s were fast and reliable, the Alfa Romeo T33s were less so, and there were always lots of Alpines. The Lola T70s and Matras were just coming in then, too. But the 907s and 908s were still very much prototypes, breaking new ground and therefore were a bit fragile, although reliability was improving all the time.

GT: Your career then really took off in 1968.

RL: Yeah, I was mostly driving a 910 for the Valvoline Racing Team with Karl Foitek and Gerhard Koch in the WSC, and we came ninth at



Back in period Rudi's career saw him behind the wheel of some fantastic Porsche racing cars including the 904, 906, 907, 908 and, of course, the iconic 917…



Brands Hatch, and then I was also ninth in the Targa Florio with Rico Steinemann. The 910 was a very nice car to drive on twisty circuits like that. And then mid-season at Zeltweg, Mr Piech asked me to drive a 908 in the 500km race, along with Jochen Neerpasch – who eventually became competitions manager at Ford, then BMW, then Sauber. Also in 1968 I had a great chance with Alex Soler-Roig's Squadra Tartaruga driving a 907 at Le Mans. We were running third in the night until a valve rocker broke and it took too long to repair. And at the end of the season I finished second at Montlhéry in the Paris 1000km with Vic Elford in a factory 908 Coupé. There was amazing banking there, like Daytona, and we had the fastest lap, too.

GT: How did 1969 pan out for you?

RL: I was mostly driving the 908/2 by this time – the open-top 'Flounder' – and I had two podiums at Watkins Glen and Zeltweg. But at the Spa 1000km I drove a 911 with Gerard Larrousse and Dieter Spoerry (to 13th overall), and at Le Mans it was the longtail Coupé version of the 907 with Willy Kauhsen; we were running sixth until the gearbox broke. I was also driving at Brands Hatch with Willy in a 907 Coupé and I had a big accident along the bottom curve (South Bank Bend, now designated Cooper Straight); I wanted to overtake Chris Craft in his Lola and I clipped the back of him, got onto the grass and went right through a big advertising hoarding. I was very lucky not to get hurt!

GT: Who were your most notable team-mates?

RL: I drove alongside some great names, like Vic Elford, Richard Attwood, Gérard Larrousse, Willy Kauhsen, Brian Redman, Hans Herrmann and Helmut Marko. This era was very exciting because I was going from a 904 to a 906, to a 910, to a 907, to a 908 and then to a 917, all in quick succession. I was right at the heart of that. Every year I had another car and I had the good luck to get the chance to drive for the three works squads: Porsche KG; Porsche Salzburg; and Martini International.

GT: What was your favourite racing car?

RL: The 906, the 910 and the 908 were all good. It's much easier if you can feel what the car wants to do – you have fun driving then as you don't have to think too much about the handling and how to control it. The 908 was nice for long distance races.

GT: What was your favourite race track and what races did you enjoy the most?

RL: The Targa Florio and the Nürburgring; they are most like the hillclimb races in Austria





"Every year I had another car and I had the good luck to get the chance to drive for the three works squads"



which I love, especially the Targa Florio, which was very fast in the 910 over those 72 kilometres. But the most enjoyable race was Le Mans in 1970 because it was a chance for me to drive a factory 908 for the Martini Racing Team. That night it rained for hours – cats and dogs solidly! If you haven't experienced that in a race you can't imagine what that means for a driver at Le Mans. If you wanted to overtake another car, first you had to dive into the spray but you couldn't see a thing, you had no idea what was hidden in it: was it one car? Two, maybe? During the night Hans Herrmann (who won) and I were lapping together, and that was helpful because we knew we could trust each other. He was in a 917 but for Helmut Marko and me there was also the fact that our 908 was an open-top Spyder. So at the end of each stint behind the wheel we were soaking wet – and if it wasn't from sweat, then it was from the rain.

GT: So out of all the races you competed in, was that your standout race?

RL: Well, it was always nice to drive a car at Le Mans because it's the biggest race. I drove there three times but 1970 is the year that sticks in my memory most, because Helmut Marko and I finished third overall in the 908, and we were first in the 3.0-litre class, and we won the sports/prototype category and the Index of Performance as well.

GT: Back then, the safety aspect was nothing like what it became, even by the mid-1970s; so were you conscious of the risks?

RL: I was 20 when I started racing, and 26 in 1970 when I packed it up. Because there were so many accidents at this time and I didn't feel so safe in the 917, that was one of the reasons why I stopped racing. It wasn't that it was a dangerous



"If you wanted to overtake another car, first you had to dive into the spray but you couldn't see a thing"



car, we simply didn't have the chance to practice in it. There was not the opportunity to do hundreds of kilometres in testing like they could later on. The first time I drove one was with Hans Herrmann at the Sebring 12-Hours in 1970 but before I arrived there, I drove a Volkswagen with 34 horsepower, in the snow in Austria to the airport, flew to Sebring and then drove a 917 in the race without any testing! I don't know how I'd have got on if I'd had the chance to test it first. I was more than happy to stick with the 908 after that. But anyway it was a fantastic time.

GT: Hans Herrmann retired in 1970, so you were in good company then…

RL: Yeah, I remember he said before the Le Mans race that if he won he would retire from racing, and he was very lucky that he scored the first victory for Porsche at Le Mans. It was even more amazing because Porsche took the first three places.

GT: Tell us, what did you do after you retired from racing?

RL: In the mid-'70s I took over the family Volkswagen-Audi dealership at Bludenz, near Lake Constance in the west of Austria. Now, the dealership covers Volkswagen, Audi, Seat, and Porsche, and we have over 70 people working for us.

GT: So do you now drive a Porsche on the road?

RL: Not every time, but for a longer journey to Salzburg or somewhere like that I'm lucky enough to have the whole range to choose from. They're all fantastic cars but I prefer the 911 GTS – it's marvellous!

For Rudi, it's time to leave the Festival of Speed. He squeezes in one last run up the hill in the 956, but he's due back in Austria to celebrate his 71st birthday the following day. "Getting to drive these fantastic Porsches up Goodwood Hill has been the best birthday gift!" he says. Let's hope there was also a cake awaiting him back home – Linzer torte, presumably ○

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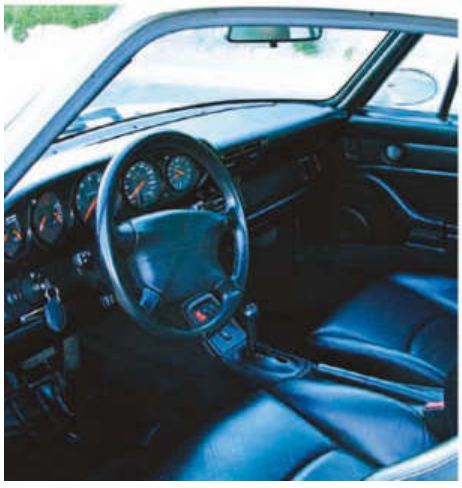
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second thoughts

by Simon Jackson



Simon has worked across several automotive publications over the past decade

Simon Jackson takes a unique peek behind the scenes of the Porsche Supercup at Monza, with a very special trip into the heart of Bernie Ecclestone's empire…

I was treated to a special glimpse inside the heart of modern motorsport recently during a visit to Monza for the Italian Grand Prix. Myself and a couple of friends made the pilgrimage to the 'theatre of speed' in Italy for Formula One's last European round of the 2015 season, which just so happens to be supported by the Porsche Supercup. We were lucky enough to get into the paddock over the course of the weekend and, moreover we were also able to enter Formula One Management's (FOM) lair. It's here that all the live television feeds for the entire circuit are received before dissemination to the various TV networks covering the racing that particular weekend. In many respects it's the heart of the modern motorsport machine in here; the eyes through which millions of fans see their sport. And by god it's impressive.

Created from hulking great shipping containers, FOM's mobile HQ is a weekend home-from-home for the very talented technical folk employed by Bernie Ecclestone's empire. Inside sit a gaggle of professionals receiving hundreds of feeds through optical wiring connected to multiple camera angles from all around the circuit. They also receive the on-board camera feeds from whichever cars are on track at any one time – be they Formula One cars or Porsche 911s, images from safety cars, helicopters, and even that trick camera on a zip wire that traverses the length of the pit lane. To sit in here is to be the master of all you survey.

A gigantic computer hard drive spewing coloured wires left, right, and centre sends these pictures to the screens they need to go to. Those in the hot seats in front of them both audio match and colour correct these pictures live before they're sent to a command centre, and subsequently out to the other TV firms on site from around the globe. It's a mind-boggling operation to say the least, especially when you consider the speed at which the process works. What's more, teams of engineers perform repairs to said camera equipment on the fly as required throughout a weekend, from fixing the T-bar cameras atop F1 cars, to fitting on-board optical equipment inside cars like competition 911s.

These FOM boys are the unsung heroes of Bernie's travelling circus in my view and the reason it's so easy to feel close to modern motorsport these days without actually attending a race in person. Imagine watching a Porsche race, especially an endurance event, without the spectacular camera angles or dramatic on-board footage we've now become accustomed to – it just wouldn't be the same. And, with the march of technology so comes new concepts in broadening our viewing horizons further still – such as the thermal imaging cameras you'll have seen used in recent times. These cameras, which are still being tweaked by the FOM team, provide us with the means to understand a whole new layer to the racing story, and there will surely be more advents along these lines to come in future.



"It's the heart of the modern motorsport machine in here; the eyes through which millions of fans see their sport. And by god it's impressive…"

Catching a look into the heart of the operation like this, and witnessing the Porsche Supercup paddock in all its glory, really served to hammer home how many vast behind-the-scenes resources are involved with events like these. But more importantly, it also reminded me that, thanks to modern technology, we as spectators truly are lucky to be able to play 'fly-on-the-wall' with every aspect of the sport we love in a way incomprehensible to our forefathers. Modern motorsport may get knocked from time-to-time for being less raw or exciting than it was in the past, but thanks to the advance of technology we rarely miss a trick on the track, no matter which polished medium we choose to guide us through a race (TV, radio, web text commentary or social media). All this allows us an increasingly rich means by which to understand and digest our sport. In this regard, then, we are surely enjoying a golden age of motorsport ○

The views of the author are not necessarily shared by the magazine.

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Does life BEGIN AT 40?

The 924 celebrates its 40th birthday this year, just as its desirability and values seems on the up. Is this front-engined Porsche now a legitimate collector's item?

Story: Simon Jackson Photography: Porsche

Platform sharing is commonplace in the automotive world today, especially between brands. The Volkswagen Audi Group's latest MQB platform forms the basis of the majority of the group's contemporary vehicles; these modular creations are designed to be as adaptable as possible enabling manufacturers to fit various different bodies atop the same underpinnings. In today's marketplace this is the only way for car manufacturers to survive in terms of competing with their rivals by offering diverse products and, of course, through sheer economics – all of the brands mass-producing cars are teaming up or exploiting their inter-connected family ties. But while the practice of platform sharing is more commonplace today than in decades gone by, contemporary designs tend to share little with one another in regards to visual aesthetics. Take the MQB cars as a case in point; the latest VW Golf shares the same platform as the new SEAT Leon and the Audi A3, yet all three cars are recognisably unique in their appearance, even to the layperson. In the past, however, cars sharing chassis and body parts tended to look very alike, identical even, in some cases just badges and names being the only real differentiators. At the time of the 924's conception in the 1970s, this was very much the way things were done.

Naturally the 924 was not the first car to be designed in a partnership between Porsche and Volkswagen, that credit goes to the VW-Porsche 914. Two main reasons led to the conceptualisation of a follow-up; Porsche was worried about a potential drop in 911 sales, and both manufacturers were concerned about increasingly stringent emissions and noise regulations in the USA. The States was Porsche's largest export market, and it couldn't guarantee that the six-cylinder rear-engined 911 wouldn't run into trouble further down the line with the American authorities. It was therefore decided that a joint-venture was undertaken, a replacement for the 914, a 2+2 that would share VW and Audi parts, be funded by and sold as a



The 924 filled the gap as an 'entry-level' Porsche better than anything that had come before it



VW, but that could be easily and cost effectively turned into a new Porsche should the need arise. It was an economical way of Porsche covering its back. The project was codenamed EA425.

Through Porsche's own studies the EA425's details took shape. In order to meet emissions regulations the new car would run a water-cooled engine, for weight distribution purposes and in order to accommodate the desired 2+2 cabin layout, it would be front-engined and rear-wheel drive. A transaxle layout with the gearbox and differential situated at the rear would aid handling too. From the VW-Audi parts bin came the Audi 100's 1984cc engine, modified with a new aluminium crossflow head and Bosch K-Jet injection. EA425's chassis was furnished with parts from the VW Beetle and Golf hatchback, with a 911-style transverse torsion bar at the back made up from VW parts. Wolfsberg's strict brief to Porsche led the design language of the car, so the styling was very much 'of the moment', yet it was a slippery bit of kit, with a drag coefficient way below that of its peers.

Porsche hadn't just spent an awful lot of time and money researching and designing EA425, it had reached the prototype stage with the new car before the oil crisis of 1973 and '74, and when new leadership at VW, changed everything. Practically overnight gas guzzling sports cars became socially unacceptable, VW decided to review its model line-up, and EA425 was canned. As we now know, Porsche rescued the project in 1975, working on a deal with VW to buy the design back, and adding it to its model line-up virtually unchanged. Indeed EA425, now called the 924, only really saw interior changes with a redesigned dashboard and 911 seats. The shell was galvanised against corrosion too to fit with the 911. Due to space constraints at Stuttgart, the new car was built at VW's Neckarsulm plant under the supervision of Porsche staff from Zuffenhausen.

On paper the 924 filled the gap as an 'entry-level' Porsche better than anything that had come before it, and it was practical at the same time. It did address the issue it was designed to

VARIANTS

924 Turbo
In turbocharged guise the 924 was an underrated little package with performance beyond its sibling variants. The model became available in 1979 and offered a mechanical setup rather unique in comparison with its naturally aspirated derivatives. Rather than simply strapping a turbocharger to the existing 2.0-litre engine in the 924 and sending it out on its way, Porsche's engineers redesigned the engine, uprating anything considered to be of questionable quality. It's the Porsche way, after all. The firm went to the trouble of building the engines for the 924 Turbo at Zuffenhausen, transporting the bare Audi blocks from Neckarsulm to be assembled from short blocks to long blocks before being returned to Neckarsulm for fitment into the car. A new cylinder head lowered the engine's compression ratio to enable it to be turbocharged, a single KKK turbo was attached to it, whereby it created 0.7bar of boost providing additional performance from approximately 2500rpm. Various technical devices, of which we have little room to elaborate on here, were employed by Porsche's engineers to ensure the drive was a smooth and rewarding one, and by all accounts they succeeded. Suffice to say despite efforts to minimise the big hit of turbo power, there was a pleasant shove in the back produced from the turbocharger – peak power was 170hp, torque rose to 180lb ft (European model).

In 1981 a revised version of the car, referred to as the Series 2, was launched. It boasted an increase of 7hp over its forebear, as well as an increased economy, performance and a faster top speed (143mph). A new digital ignition system was cited as the big influencing factor for these gains. It was the first time Porsche had used a computer to control engine management, and it wouldn't be the last. Production of the 924 Turbo ceased in 1982 when the 944's popularity largely grew to overtake it.

924 Carrera GT/GTS
Only around 400 Carrera GT versions of the 924 were ever built, produced for homologation purposes to allow the 924 to go racing in Group 4 and Group B at the beginning of the 1980s. In short the GT model utilised the standard 924 Turbo engine, which with modifications churned out 200hp. The car was lighter than that upon which it was based too, considerably lighter, using techniques Porsche had perfected on the Carrera RS.

Following the aforementioned 400 GT cars was a Carrera GTS. This version boasted 245hp, and more torque, the suspension, brakes, and interiors all came in for the attention of Porsche's engineers, either to be uprated, stiffened, lightened, or all of the above. Customers could also specify a competition version of the GTS, an even more powerful (280hp) version readied for racing or rallying. Taking things one step further, the GTR offered a pure out-and-out 924 racer, with 375hp it ran a seriously modified Audi engine (still derived from the same 2.0-litre unit) and 917/935 derived brakes – this was the rarest of all 924s.





As it reaches its 40th birthday, the 924 would seem to be enjoying a resurgence in popularity

circumnavigate too by successfully making it through the US' strict tests. But there were issues. Build standards at Neckarsulm left a little to be desired in the early days, and with their exhaust gas recirculation systems and catalytic converters in place, the Stateside cars had their performance heavily compromised. All the same the press gave the 924 widely positive feedback.

All the same, in 1977 the first round of development changes came, aimed squarely at those struggling US cars with power increased to 110hp via raised compression ratios and enlarged intake valves. In September of that same year the four-speed Audi manual transmission was joined by the option of a Getrag five-speed version. The following year in '78 the changes were subtle; read a revised exhaust system and a few new colours. In 1979 the five-speed gearbox became standard issue across the board. Customers were also treated to a 924 Turbo too.

It was 1980 that saw the biggest noticeable alterations to the car. The fantastically period chequered trim became available, alongside the two-tone exterior paint popularised by the Turbo model. This was neatly broken up by side rubbing strips which now appeared down the flanks of all 924s. A revised gearbox and alterations to the









fuelling system cured a hot start issue that had plagued the early models. For 1981 a front anti-roll bar became standard fitment, which served to sharpen the handling. Porsche discontinued the Audi-engined car in the States at this point, leaving just the Turbo and 944 in its place, but in Europe the car stayed the course with a few ultra subtle trim changes. Porsche continued to add small features here and there until the biggest change came in 1986 with the discontinuation of the 2.0-litre car altogether, replaced by the 2.5-litre motor from the 944 – this version was called the 924S. Running a de-tuned version of the 944 engine with 150hp, it offered a gain of only 25hp over the old



LIMITED EDITIONS

During the lifespan of the 924, Porsche released several limited edition versions, of which we have highlighted the main versions below…

1977: 924 Martini
The first limited edition 924 celebrated Porsche's victory in the World Championship of Makes in 1969, 1970, 1971 and 1976. The cars featured Grand Prix white paint with Martini coloured livery down their flanks, white 14-inch steel wheels and new front and rear anti-roll bars. Red carpets contrasted with black seats and Martini coloured trim work.

1978: 924 French Model
Just 100 of these grey cars were created strictly for the French market. Metallic paint with black and silver trim down the flanks was joined by an all-black interior. Similar to the Martini cars, these featured front and rear anti-roll bars, and they also boasted an electric driver's side mirror, electric windows, leather steering wheel and tinted glass. Lightweight 14-inch alloy wheels finished with black centre sections completed the cars.

1980: 924 Sebring '79
Produced for the US market only were 1400 924 Sebring limited edition cars. These were created in celebration of Porsche's victorious record in the World Championship of Makes together with its successes in national and international competition. All were painted Guards red with yellow, red, black and white stripe work with Sebring down the flanks and '924' depicted on the bonnet. These cars were stuffed full with kit from the options list, featuring very similar levels of equipment to the aforementioned French market model and the Martini cars of 1977. Unlike those two cars though the Sebrings could be ordered with the new five-speed gearbox.

1980: 924 Le Mans
Commemorating the 924 Carrera GT's achievements at Le Mans in 1980, 1030 924 Le Mans cars were created exclusive to Europe, with just 100 in UK specification. They featured a 'Le Mans' typography down their flanks, borrowed the rear spoiler from the 924 Turbo, and benefited from reworked interiors, which included a new 360mm steering wheel. The five-speed Getrag 'box was standard mated to the 125hp engine, while 15-inch wheels, uprated roll bars and shocks offered an improved ride.

1981: 924 Weissach
Just 400 of these pewter-coloured specials were made available to the US market. Matching the specification of the Le Mans edition cars, these Weissach models came loaded with options, two-tone tweed interiors and air conditioning as standard.



engine, but solved a supply issue for the now aged Audi mill. The 924 Turbo donated much of its running gear to the revised car, with disc brakes all-round and (optional) sports suspension, the 944 passed its rear suspension arms across too. On the whole the design hadn't really changed enough though, and to make matters worse the car was expensive when its specification was taken into account. Let's not forget that the 944 was now available too, clouding the line-up somewhat. Porsche discontinued the 924S in 1988 after a run of just two-and-a-half years.

Oddly, just as it reaches its 40th birthday, the 924 would seem to be enjoying a resurgence in popularity. As prices of 911s sky rocket out of reach and the prospect of owning a modern entry-level Porsche, such as a Boxster, involves too many big bills for some prospective buyers, so the humble 924 continues to fill the gap it was always intended to – sitting neatly under the 911 as an affordable route to Porsche ownership. Prices are beginning to climb for good examples, and while the Carrera models remain elitist, Turbo versions are finding homes with collectors and those wishing to restore them to their former glory.

Too often during the course of the 924's history has this capable and practical Porsche sports car been underrated and overlooked, but it really is a fantastic front-engined machine. The one main question mark that has hung over this car though would have to be its legitimacy – can it truly wear a Porsche badge with pride, or is it just a VW in drag? Taking this car's historical context into account, it's very clear that the 924 is indeed a 'proper' Porsche, and not at all the poor relation some would have you believe. Just like the 911, it underwent the rigorous development processes employed by Porsche, and it too was developed to the best car it could be at the time. Perhaps the only criticism, the only area where Porsche didn't get its way with the 924 was with its styling given that it was landed with VW's pre-approved aesthetic. But you know what, all these years later Porsche's first front-engined sports car still looks pretty good, wouldn't you agree? ○

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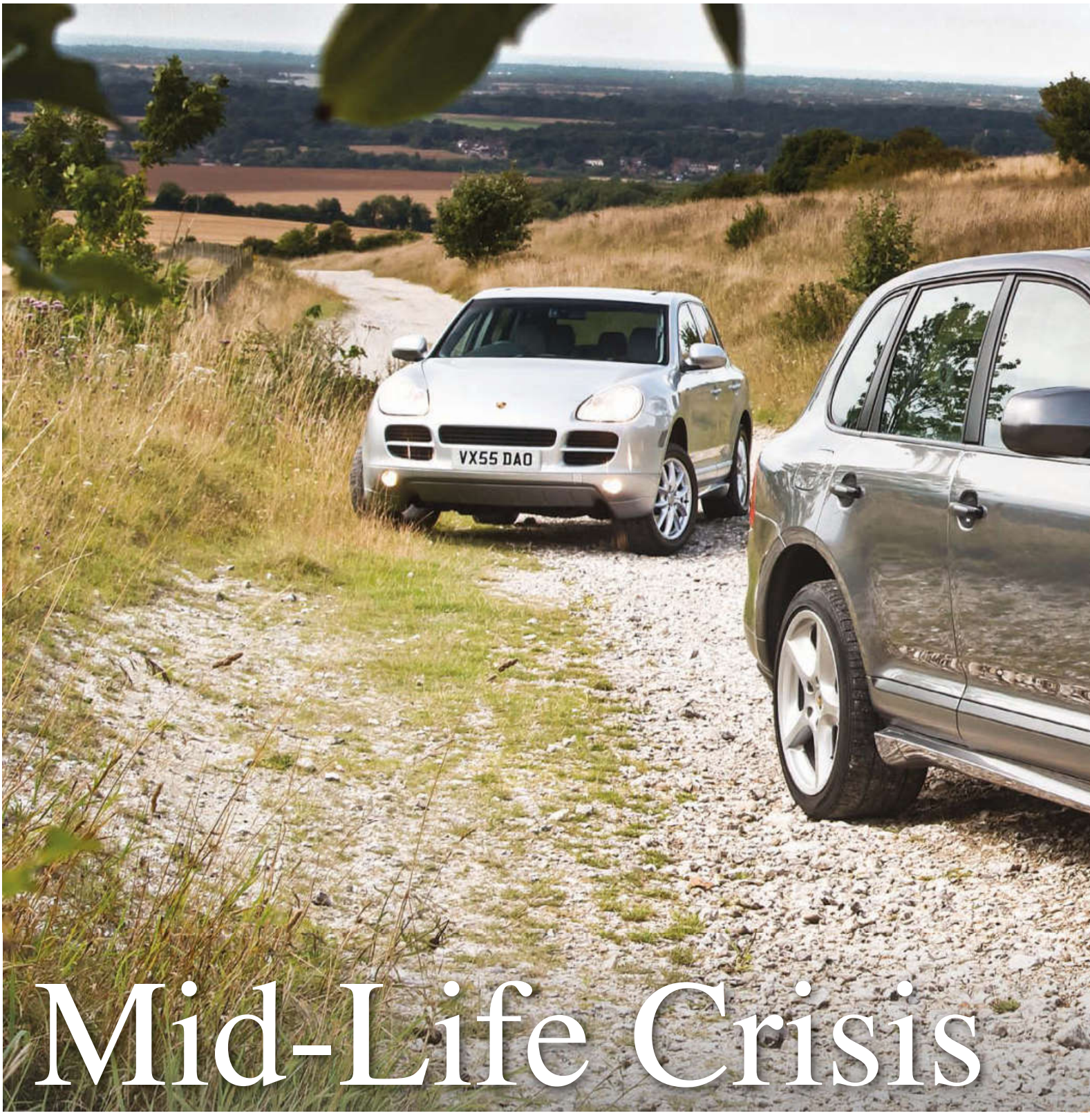
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Mid-Life Crisis

The Cayenne first appeared in 2003 and much was said about its striking appearance. An all-new model was introduced in 2010 but, in between, came the often-overlooked face-lift of 2007, which went some way to address the car's looks but, more importantly, introduced some useful new technology which is still used today across the Porsche range.

Story: Philip Raby Photography: Anthony Fraser



What makes a Porsche look like a Porsche? It's a question that the company's designers have long struggled with. You see, for brand awareness it's useful to have a visual connection between models within the family. Back in the day when Porsche just made sports cars, this should have been relatively simple to do, but compare a 911 with, say, a 944 and there's not much in common between the two cars. Things got better when the 944 morphed into the 968 and gained a similar front end (albeit with pop-up headlamps) to the then-current 993 and even the 928.

When in 1997 the 993 was replaced by an all-new 911, the 996, the family connection with the also new Boxster became a little too strong – it was hard to tell the two cars apart from the front but, hey, at least you could see they were both Porsches. Love them or hate them, the fried egg headlamps of these fresh-generation Porsches were certainly distinctive, and the two sports cars went on to be popular sellers.

But Porsche wanted to be more than a mere sports car manufacturer and could see that the growth market around the world was for sports utility vehicles, or SUVs. The combination of

four-wheel drive practicality with good on-road performance and handling proved an irresistible mix to buyers who would previously have opted for an estate car or people carrier.

Porsche's response was to create its own SUV – the Cayenne, launched in 2003. The brief was to produce a high-performance car – a Porsche in other words – that was also an excellent off-roader and would act as a people carrier, estate car and tow vehicle. And in all those things, it was clear right from the start that the Cayenne excelled. In fact, it created a new niche – that of the high-performance SUV – and sent the likes of Land Rover scuttling off to develop their own testosterone-fuelled off-roaders.

However, as good as the Cayenne was, there was one fly in the ointment – its appearance. Self-appointed design critic and Porsche enthusiast Stephen Bayley wasn't impressed when he wrote in *The Daily Telegraph*: "The Cayenne is less beautiful than its famous predecessor, the Porsche Type-100, also known as the Leopard Tank. Its only claim on our emotions is a deadening shock. Did they try to do something and fail, or was this gasp-makingly ugly car exactly what they wanted? Will consumers warm to arrogance?"

I'm not sure if Bailey was asking that question of himself or of Porsche, although I suspect the latter. They are strong words, indeed, and maybe just a little unfair. Yes, the Cayenne's styling was a bit surprising but I can see what Porsche was trying to do. By adopting the 996's front end with slightly raised front wings and those fried egg headlamps, there was little doubt which stable the Cayenne came from. The general consensus, though, was that Porsche's design team could have done better and no doubt they took the criticisms to heart and went off to sharpen their pencils.

And the result was a sharper looking Cayenne, launched in 2007. Gone were the 996-style headlamps, to be replaced by narrow feline-like slits, while the front grilles became broader and sleeker, to give the car a wider face (they also improved cooling). The visual link with the 911 was no more – in fact, by now, the 911 had morphed into the 997 and reverted to more traditional round headlamps, which couldn't be more different to the new Cayenne's slanty eyes.

The rear end received a more modest revamp, with a slimmer and more angular bumper and crisper looking rear lamp clusters. The changes were small and a bit fussy but the overall effect was to the Cayenne look – from the front at least it looked more aggressive, less chunky and, it has to be said, more attractive. The sacrifice, though, was that the Cayenne no longer had a visual link with the rest of the Porsche family. In retrospect, mind you, that's probably a good thing – imagine a Cayenne with 997-style round headlamps (or even a 997 with Cayenne slits…).

While the appearance of the original Cayenne might have been a shock back in 2003, today 13 years on, we've grown used to it and, if I'm honest, I rather like it. Put it next to a face-lifted

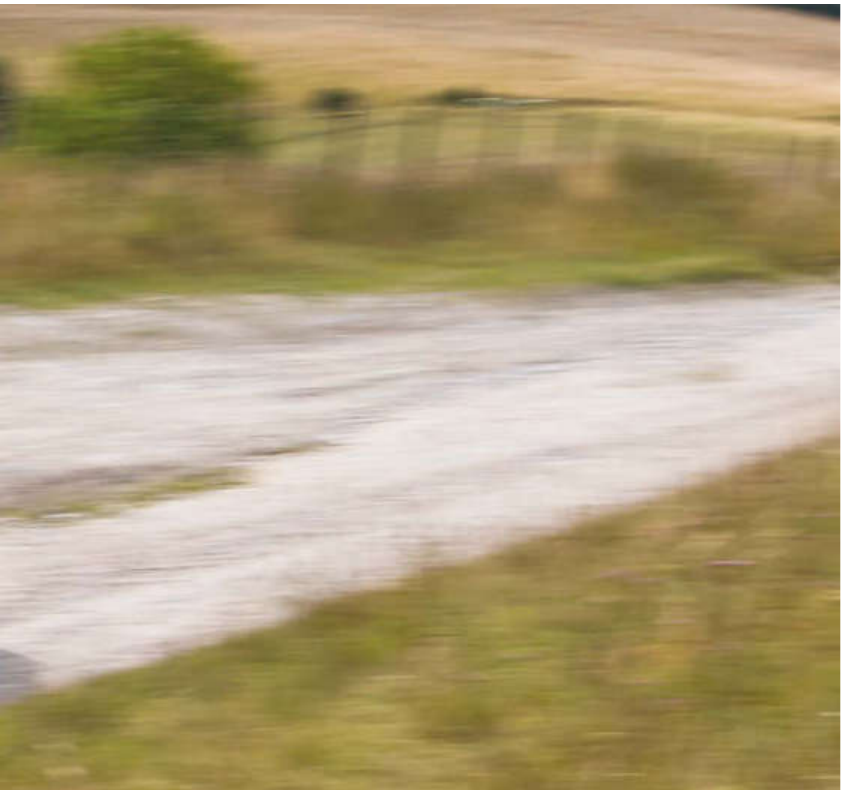












The brief was to produce a high-performance car that was also an excellent off-roader…







car and it stands up well for itself. The earlier car looks more curvaceous and bulbous – those rounded headlamps and front intakes work for me, as does the more curvy rear bumper. In contrast, the face-lifted car is undoubtedly a less controversial shape, but the overall design is somewhat less coherent, with the more angular front and rear sitting uncomfortably with the unchanged rounded mid-section. I'm reminded of the MGF which, when it was restyled as the TF in 2002, also lost its original curves at both ends, yet the MGF remained the more timeless design.

I suspect that I'm in the minority in embracing the original's Cayenne's appearance, though, and I can see that the face-lifted version is easier to digest. In fact, it's surprising how much the new front end changed the look of the big four-by-four. To the extent that, climbing inside it is a bit of a shock, as the interior is almost unchanged from that of the original car. That's no bad thing, mind, as the Cayenne always had a sumptuous, comfortable and workmanlike cockpit, with plenty of space for up to five people. At the time of the face-lift's launch, some said the new car had better interior finishes, but carefully comparing the two versions side-by-side today, I can see no real difference. The rear cigarette lighter is no longer hidden under a flap and there are 'Bose' badges on the rear door speakers but that's the extent of the interior changes as far as I can see.

However, the new Cayenne boasted some radical changes under the skin – more so than the cosmetic revisions might suggest. Porsche has always been good at pushing its technology to the next level with every new model, and the 2007 Cayenne was no exception.

First of all, the engines across the range received Direct Fuel Injection (DFI) – a refinement which Porsche later made a big deal of with the Gen-2 997 but it quietly appeared first on the Cayenne – to improve performance and efficiency. The entry level V6 engine increased in capacity from 3.2 to 3.6 litres, with power up a handy 40hp to 290hp. The V8 engine used in the S and Turbo models grew to 4.8 litres (from 4.5) and power rose 45hp to 385hp in the case of the S, while the Turbo was treated to a round 500hp – up 50hp from the previous model. The V8 engines also gained Variocam technology, as per the 997. At the same





time, Porsche did something it had said it would never do – fit a diesel engine into a Cayenne. The 3.0-litre V6 TDI Cayenne fused 240hp and a hefty 550Nm of torque with a combined fuel consumption of 30mpg – a worthwhile improvement on the petrol engines.

However, the big news wasn't the engine tweaks but rather what Porsche had on offer in the chassis department. The original Cayenne offered astonishing on-road handling which rewrote the rulebook for SUV cornering prowess. As you'd expect of such a tall, heavy machine, though, there was still some body roll during enthusiastic cornering. With the face-lift, therefore, Porsche offered a solution to this in the form of PDCC, a £2140 (in 2007) option which improved both on- and off-road capabilities. Again, this new technology debuted on the Cayenne before appearing to greater fanfare on the Panamera and 991.

PDCC is effectively smart anti-roll bars. On a conventional suspension system the anti-roll bars (or anti-sway bars in the USA) are torsion bars linking the two sides of the suspension together, one for the front, one at the back. When the car corners, the bar twists to fight body roll. It works reasonably well but the downside is that a jolt to one wheel (when going over a pothole, for instance) can be transmitted to the opposite wheel, which can upset the handling and affect the ride quality. Anti-roll bars also limit off-road ability because they stop the wheels moving up and down independently of each other.

With PDCC, instead of mechanical torsion bars, there is an electronically controlled hydraulic system. Sensors detect the amount of movement of each individual wheel and hydraulic motors twist the anti-roll bars accordingly. During conventional cornering, the bars are twisted in opposite directions to



911 CHASER

The face-lifted Cayenne of 2007 introduced an exciting new model to the range. The GTS was a more sports-orientated car that gave enhanced on-road performance at the expense of off-road ability, which made a lot of sense as few owners ventured away from the Tarmac anyway.

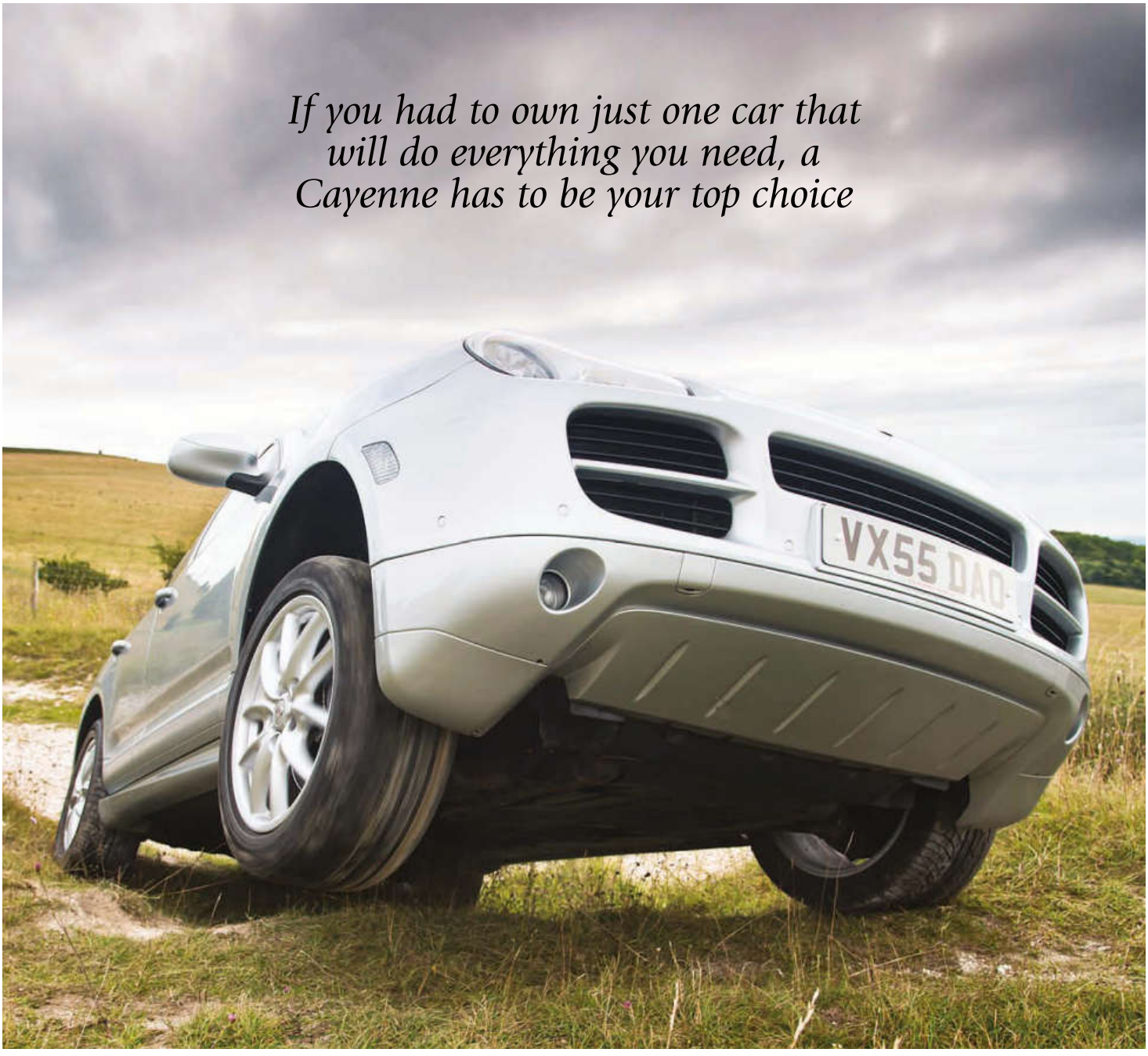
The GTS was based on the S but with an enlarged intake system and revised engine management to increase power to from 385hp to 405hp. It also gained a Sport button in the cabin (which 911 owners will be familiar with) that remapped the engine for a more dynamic throttle response.

Rejigged Porsche Active Suspension Management (PASM) combined with a 20mm lower ride height and 21-inch wheels to give sharper, more precise handling.

Most interestingly, though, was the fact that the GTS came as standard with a six-speed manual transmission for that fully immersible driving experience, although it could be argued that the optional Tiptronic 'box was better suited to the SUV.

Visually, the GTS boasted Turbo-style front and rear ends plus sill extensions.

The GTS certainly did take the Cayenne to near-sports car handling levels and was a car you could throw around with aplomb. The downside, though, was reduced ride quality and, of course, the inability to venture off into the wild.



counteract roll – just as with mechanical anti-roll bars – but if a wheel drops down a pothole, the two sides of the anti-roll bar can be turned in the same direction to help level the chassis and improve ride comfort.

By reducing body roll in this more advanced way, the suspension moves less so the geometry can be more finely tuned, which gives even better handling, helped also by the reduced mass moving from one side to the other (the Cayenne weighs some 2.75 tonnes remember).

Having split anti-roll bars like this is a huge boon to off-road driving. When the Cayenne's low-range button is pressed, PDCC completely separates the bars so that each corner of the suspension has a full range of movements, allowing the wheels to stay planted even when traversing very uneven terrain.

PDCC is surely the main reason for opting for a face-lift Cayenne over the original model, although do bear in mind that it was an option so not all cars are so-equipped. PDCC does allow for faster cornering but at the expense of some driver involvement – you do feel a little removed from the action but then the Cayenne isn't a sports car so does that matter if it makes for a faster, safer journey?

On the other hand, the first Cayenne is also very capable around bends compared to its contemporaries such as the Range Rover and BMW X5, and will hold its own when the going gets rough (although a Land Rover it certainly is not). And without PDCC blurring the feel, it is the more fun car to drive on road, especially with the standard steel springs rather than air suspension, as these really do give the car a traditional seat-of-the-pants feel.

But, as is usually the case, the newer car offers the better all-round package; for the simple reason it has the benefit of more development. Plus, for most people, it's the better looking car. Of course, being a newer example it will also cost you more; face-lift Cayennes start at around £14,000 and go up to about £30,000, whereas the earlier cars range from £7000 to £20,000. So if you are on a tight budget, don't be afraid to buy a pre-face-lift Cayenne; when you're in the cockpit you'll hardly notice the difference and you'll have a heck of a lot of Porsche for your money. If fact, if you had to own just one car that will do everything you need, a Cayenne has to be your top choice. And does it really matter what it looks like when it's just so capable in every other way? ○

991/981



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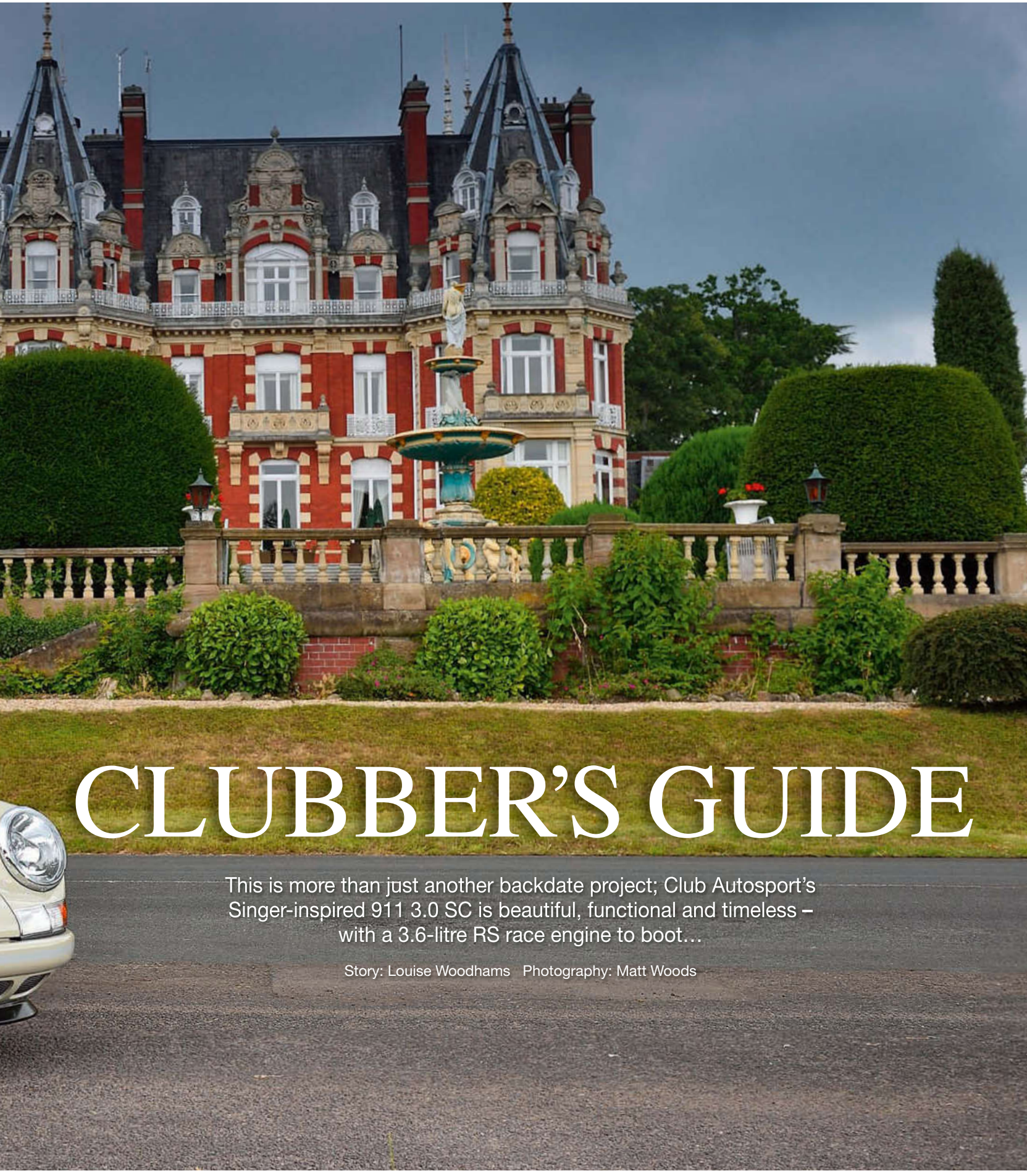
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CLUBBER'S GUIDE

This is more than just another backdate project; Club Autosport's Singer-inspired 911 3.0 SC is beautiful, functional and timeless – with a 3.6-litre RS race engine to boot…

Story: Louise Woodhams Photography: Matt Woods

Club Autosport is cited as being a leader in the field of backdating 911s, and whilst it's a self-proclaimed title, it's an extremely valid and worthy one. You see, not only has it been doing it for over 30 years but, unlike many competitors, Club Autosport manufactures all of the panels required in-house rather than buying them in. The high quality of its work means it also supplies a number of well-known specialists around the world. It is also able to supply and fit composite panels for road, race and rally vehicles – from early short wheelbase 911s through to 997 RSRs, as well offering Porsche parts, servicing and maintenance. Essentially, in addition to being one of the UK's early originators of the backdating process, it is a one-stop Porsche shop.

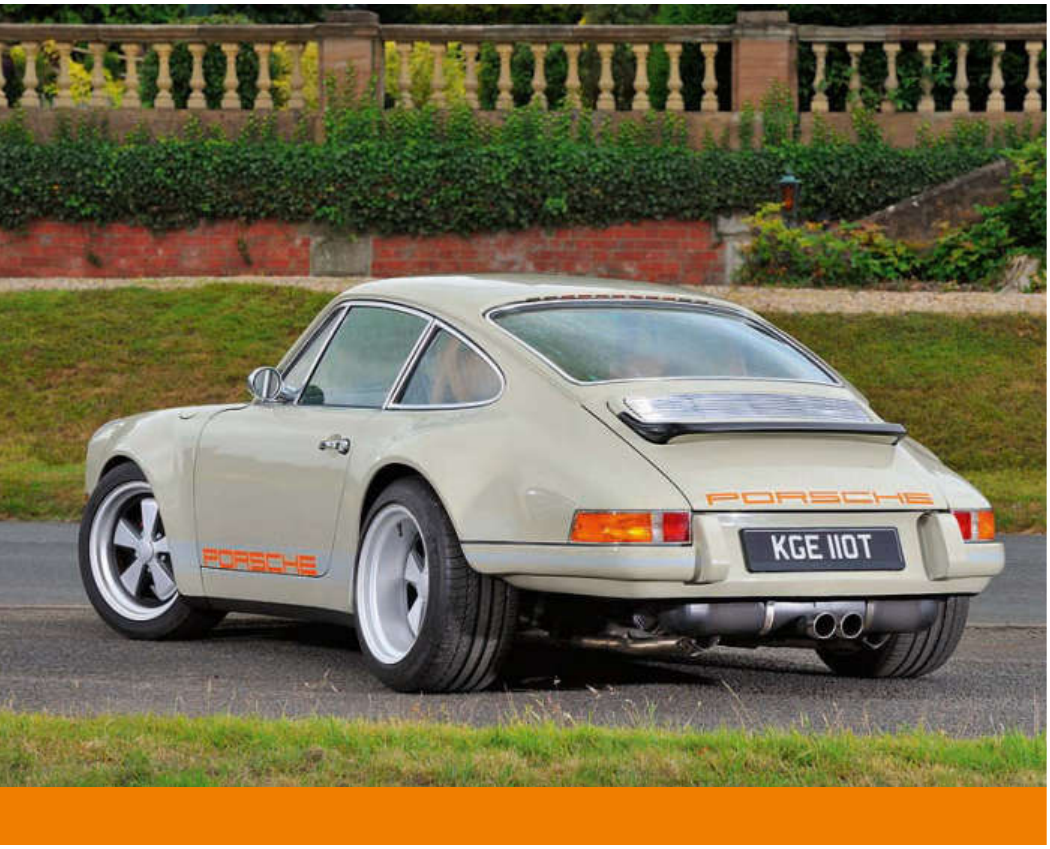
Funnily enough Club Autosport never set out to be an expert in the Porsche marque when it first started out in the 1970s: "Richard Chilton and Mick Phillips started the business in 1971 in Birmingham," explains workshop manager Mark Chilton. "They were importing Minis from Germany and at the same time decided to bring a few Porsche parts back. The demand and prices they fetched made the pair ditch the British brand and switch to Stuttgart's finest within the first couple of years. As one of the first Porsche specialists in the UK the business soon made quite a name for itself and the number of staff grew to 12 people. As a result of expansion we moved from our premises in Birmingham city centre in 1990 to a much larger workshop in Halesowen.

"I vividly remember our first custom build; it was in 1986 and we converted a 911 into a 959. For many years we changed the 911 F-Series cars to the impact bumper models and also to turbo bodies – something that is frowned upon these days. We then changed a lot of 924s to 944s, but the 959 was our first major conversion, and the first of many. We based it on the Frankfurt Motor Show Group B design study and Richard used to race the company demonstrator in the PCGB Modified Porsche race series before the 959 was even released."

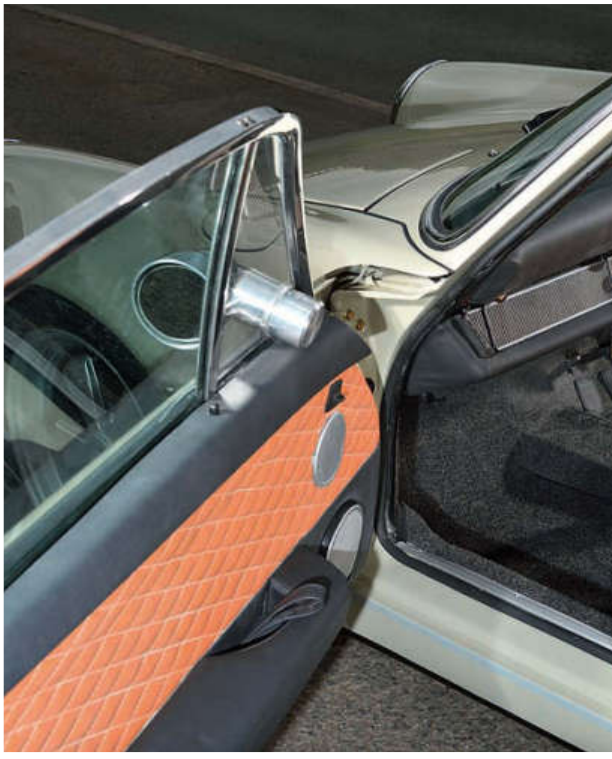
Fast forward to 2015, and with Mick now retired the business has been streamlined back to a six-strong team so that it can pick and choose what it wants to do – such as this stunning Singer Vehicle Design-inspired 1979 911 3.0 SC seen here, whose owner, for the record, wants to remain anonymous. Now, we realise that some of you are of the opinion that backdating is nothing more than converting a 911 into a piece of bespoke automotive jewellery, but if you haven't got the finances for a 2.7 Carrera RS, GT2 or even a 996 RSR, with a donor you can create the car you want for a fraction of the cost, and it can still be a great car. "Why should you never be able to drive a car that can look and go the same as an original example, and in some cases better, for a fraction of the price?" questions Mark, who is most definitely not from the purist's camp.

The truth of the matter is that backdating, as a trend, has been strong for years, and more recently the escalating price of early cars has left many 911 enthusiasts with little choice but to backdate. "We've also seen a rise in popularity with people wanting to recreate the Singer-style cars. People love the look and the incredible detail that goes into them, and this 911 is a great case in point."

As with all of its customers, the Club Autosport team asked the owner of the 911 you see here whether it was going to be used as a daily driver, for track days or to go racing before it embarked on the project. Although the car, which started out as a 1979 3.0 SC, had been previously



The restoration and modification process was in-depth, covering both exterior and interior from the ground-up



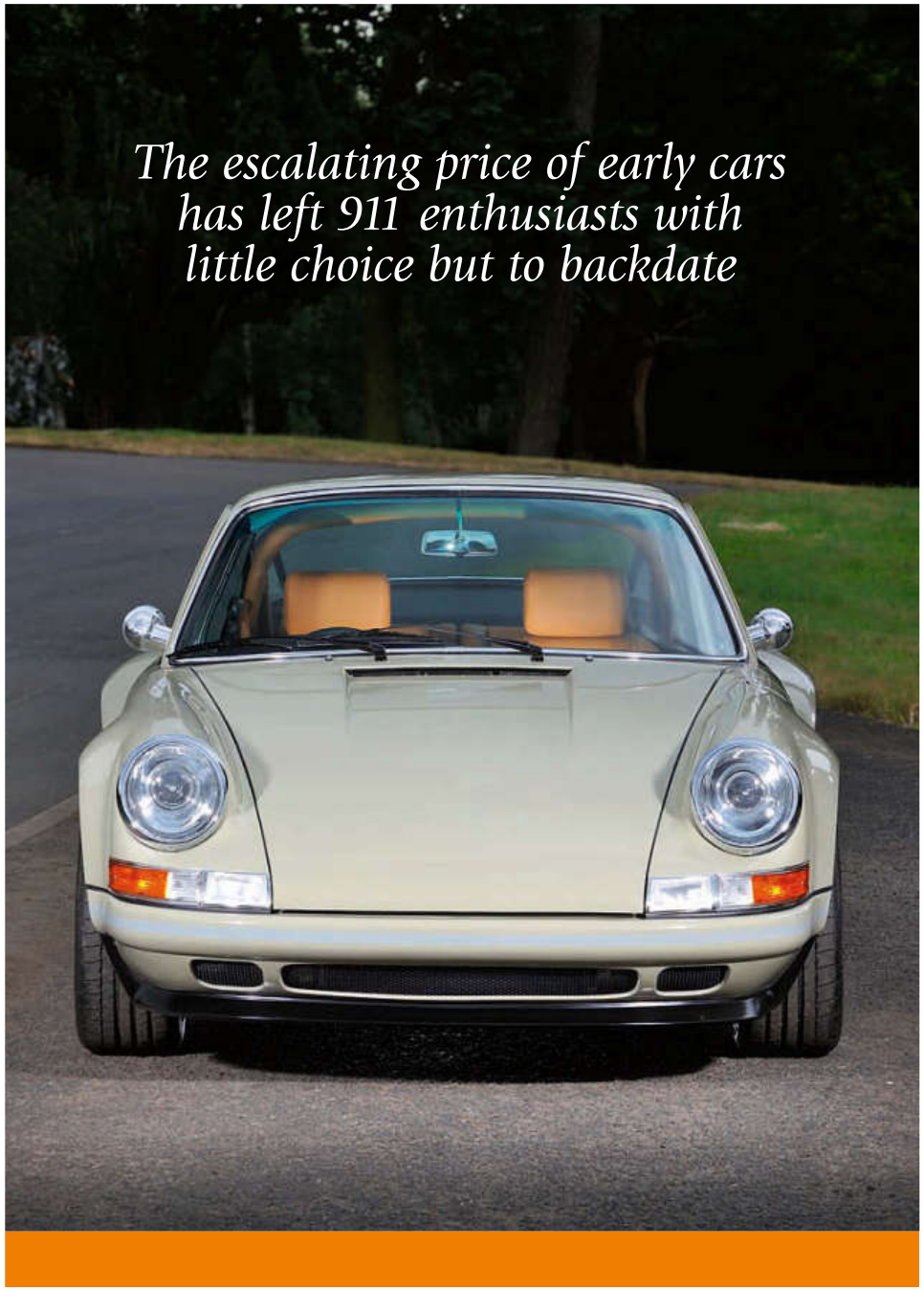








The escalating price of early cars has left 911 enthusiasts with little choice but to backdate





stripped of its engine and gearbox to help fund the project, it was always intended to be a track capable car, so it needed to handle and perform as well as it looked. "Like most people the owner saw a Singer car and thought 'I want one of those', or something as near as damn it within his budget," comments Mark. "But we also had to bear in mind this wasn't just about styling."

With the car reduced to a rolling chassis, the team's first job was to strip off the remaining brakes, suspension and wiring and then mount the frame onto the spit so they could assess the extent of any chassis rot. Unfortunately, as the 911 had spent most of its life as a race car, it required extensive welding, including all the usual places like the kidney bowls, B-posts, inner and outer sills and jacking points. They also installed new floorpans; where it had been used for racing it and had continuously been jacked up it was covered in small dents. Similarly the petrol tank support panels (inner and outer) were replaced where the car had clearly come off the track at some point. It was the same story with the strut tops due to minor damage. An F-series front panel was then fitted to accommodate a longer bonnet.

From start to finish the project took two years, but just the restoration work alone took almost half of that time. "At first, the extent of restoration that it required was a bit of an unknown. When we took the project on we also had my 928 race car, a '72 911 and a 3.3 Turbo on our spits. The owner wanted it 'just so', and we left it covered up several times as he saved more money for the project. I like the way he didn't want to cut corners to get it done. He got more money together and stuck to his plan and vision," explains Mark.

In keeping with the car's origins and now its new purpose in life, the engine was replaced with a very special 3.6-litre RS street specification race engine, which was raced by Rudy Panders (the former general manager of the official Panders Porsche Centre Liège, in Belgium) in the '10 hours of Zolder' race. It was only used for this race in his 993 SuperCup car so the total engine hours were less than 20. The 3.6-litre engine now belts out its beautiful flat-six noise through a new full stainless steel exhaust with equal length headers. As it was built to be reliable for long races, it's also benefited from uprated Schrick camshafts, solid lifters, lightened and balanced crank, rods and weight-matched pistons, Club Autosport's own 935-style front-mounted oil cooler, and an uprated K&N air filter with a



The 3.6-litre engine was built for racing, but only served at one event with a total of 20 hours under its belt











There are nice touches everywhere you look on this car, with plenty of nostalgic nods to classic 911 aesthetics…









restrictive 964 inlet (as the individual throttle bodies it raced with were sold separately). All of this equates to 315hp and 300lb ft of torque in a package that weighs just 1099kg.

A slam panel from a pre-1974 F-series model was fitted to act as a crumple zone, but also to protect the engine and radiator in the event of a head-on collision. The G50 transmission required extensive modification to fit the engine, but fortunately the highly knowledgeable and skilled Mark and Richard – who have a lifetime of experience on the race track themselves – had performed this surgery several times before so they knew the procedure inside and out. The car also has a G50 LSD to help it send its power to the rear wheels, an RS flywheel and Sachs lightweight clutch. "My favourite modification, has to be the engine, I'm a big fan of lightweight cars with a good level of power, and this car ticks both boxes," says Mark.

In terms of the styling, the owner looked to every Singer Porsche ever created and picked out his favourite parts for inspiration. The trim colour for example is inspired by a Stone Grey 964-based 911 that Singer re-engineered for a customer in New York. The seats are from Rennsport and are a replica of those from the '73 911 and 2.7 RS Lightweight, covered in sumptuous tan leather, which has been extended to the boot and roll-cage in the rear. Rather than basket weave throughout as used in the Singer creation, the owner has opted for quilted seat bolsters and door cards. The task of re-trimming went to none other than Lol Smith of ATDD – the same company that re-upholstered Vladimir Putin's Head of State aeroplane. Little finishing touches such as the carbon dash trim, Club Autosport's own lightweight dash top and Momo Prototipo steering wheel give it a racy edge.

Whilst the exterior colour is a variant of the period Porsche Stone Grey, it was originally inspired by another 964 variant by Singer named the Brooklyn car, with a subtle green paint job and contrasting purple interior. The bodywork has been completely redesigned by Club Autosport loosely based on Singer's own creations and, as such, includes a custom boot spoiler mounted onto a 964 bootlid, as well as a carbon bonnet and

composite bumpers, front wings, sills, rear quarters and roof. Interestingly the lower rear bumper has been designed as such to allow the car to reach higher top speeds with less drag while offering the necessary amount of downforce for the corners.

Talking of improved handling, custom Rebel Racing coilovers have been fitted together with strut top strengthening plates to provide extra chassis rigidity and a Rennline lightweight front strut brace. With significantly more brake horsepower running through the 11x17" rear custom-made forged Fuchs-style wheels, this car now runs a 964 brake setup, complete with Signal orange callipers to match the Porsche decals. The owner has overseen the build throughout every stage of the project and, like the Singer vehicles, it has been rebuilt, restored and modified from the ground-up. Vintage Porsche meets modern Porsche performance and reliability for the ultimate recipe in success. "He loved the finished article but when he rang a few days after taking delivery of it he made everyone's day here. He had a friend call him, to say a mate had just seen an unbelievable 911 on the M42, then excitedly described his own car to him," exclaims Mark. While the car looks and sounds fantastic when you see it driving down the road, you really need to get up close to appreciate all of the work Club Autosport has put into it. It's only then, for example, that you see the nickel trim on the body, and the xenon projector headlights that have been mated so perfectly with the vintage-inspired exterior lenses. Whatever your opinion of backdated Porsches, you can't deny that the level of detail evident in this build sets this particular project apart ○



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Natural History







Suffolk-based outfit Historika 911 rose to prominence racing classic Porsches, but its talent for immaculate restorations is even more impressive…

Story: Simon Jackson
Photography: Matt Woods

There's a high chance Historika 911 will require little, if no, introduction in these pages, but for those unfamiliar with the outfit let's recap. Historika 911 is a Suffolk-based Porsche specialist, and it provided an exceptionally graphic representation of its talents back in our July 2015 issue with a spectacularly restored '69 911S.

The rare 911 in question was once owned by Kevin Morfett, one half of the father-and-son duo heading-up this firm, with Kevin having since passed the car on into the hands of a valued customer. The team at Historika had utilised its enviable skill set to ensure the restoration of the special Porsche turned out just fine, leaving no stone unturned during its transformation. The car emerged from Historika's sprawling countryside premises at just the right moment, at a point in time when the local squad had just finalised bringing various departments completely in-house to provide a 'one stop shop' customer experience.

Having recruited the right people, with the right skills, it was now able to ensure it could offer an exceptionally high level of service all from the one site. This was all part of a vision the






Of course it isn't just 911s that grace Historika's premises, as you can see here the firm is adept at working on other classic Porsche vehicles too…


Morfetts had for their emergent business, one that has seen it become one of the UK's most respected classic Porsche specialists. And judging by the high standard of that aforementioned 911, we thought we'd delve a little deeper and find out some more about the business.

So, Historika might be a name you have encountered before, either through the pages of *GT Porsche*, or through the classic Porsche scene. The team have built a solid reputation off the back of classic Porsche racing over the last few years, preparing vehicles, including their own, for motorsport victories up and down the country, and further afield into Europe. With the results stamped on the scoreboards to back its on-paper credentials, Historika might have become known for its talents with preparing classic Porsches for competition use, but there is much more to this business's capabilities thanks to 35 years of experience working with classic Porsche cars. But the way in which this firm goes racing tells you much about its business outlook. The focus of the firm's motorsport exploits have been racing what it calls 'the best early 1965 FIA historic race cars money can buy', and who are we to argue? At last year's Goodwood Revival, Historika's 1964 901, competing in the Fordwater Trophy, was six seconds faster in qualifying than its rival short wheelbase 911s on the grid. And whenever the Suffolk crew attend period endurance racing events in Europe, its cars are also consistent front-runners among fields of supposed equals.

"We pride ourselves on running our cars with honesty and integrity," Kevin explained, "specifically with our legal 2.0-litre engine capacities adhering to the rules laid out in the original FIA Homologation Papers. You can be assured that from a scrutineering viewpoint our cars are high profile for all the right reasons."

It is this honesty and integrity that is an important facet that runs deeply through the entire Historika business actually, to the point where there's a rather refreshing quote that the company regularly bands about: 'We do not pretend to be the cheapest – but we do claim to be the best at what we do.' You might argue that a quote like this might scare off potential customers, but far from it, rather this serves to endorse the concept that this outfit will provide a world class service no matter what – and isn't that exactly what you would want for your classic Porsche, the very best job possible?

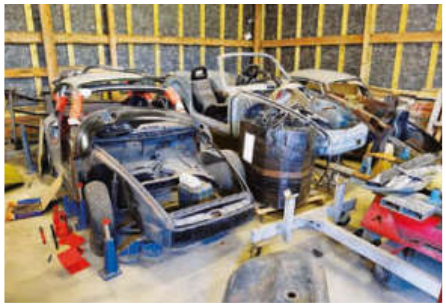
One shining endorsement along these lines for the business is that Porsche Cars Great Britain purchased the firm's 1965 Porsche 911 2.0 SWB racing car, and PCGB consistently turns to Historika for display cars for various exhibitions throughout the country. Why? "When we rebuild our cars the emphasis is on making them look as correct and original as possible, we like them to














We'll be keeping a watchful eye on the development of this particular competition 911, which boasts a rather interesting history – it's soon to be restored…

appear as they left the factory," Kevin illustrates. "Specifically we pay attention to details such as a fully trimmed interiors, including using the correct carpets, dash trim and gauges, so a car is truly finished in the vein of a period correct 'Gentleman's Racer'."

Through preparing competition cars to the high standards required for historic events such as Goodwood, Historika developed the passion and knowledge required to offer an exemplarily service to its discerning Porsche customers. On site the team was steadily expanded, bringing together an elite crew of talented folk who are each able to turn-out high quality workmanship. Historika was already known for its chassis, engine and gearbox work, but it's perhaps the recent addition of on-site metal work and even wiring services that puts them a cut above the competition. "We now do everything bar the painting in-house," Kevin proudly states.

"Bringing the metalwork in-house was critical because you need to be hands-on with it, to check it regularly."

Kevin's home is on-site, it's a former working farm since gentrified and therefore sporting immaculate buildings and smooth driveways. In practice it means Kevin is never more than a short stroll from checking the business' latest exploits at any one time. The first of Historika's outbuildings is a stone's throw from his front door; its dedicated metalworking facility. In here you'll find cars in various states of repair, some on dollies, some on full-blown spits, each receiving freshly fabricated or reworked metal, each the recipient of that specific team member's in-depth talents, and from what we saw at least, they all take huge pride in what they do. A further few paces reveals Historika's rolling road and full geometry table, a state-of-the-art bit of kit allowing millimetre perfect alignment to be exacted upon its project cars. The dyno itself is a way for the team to measure engine performance in a consistant fashion. Next along the row of buildings is the firm's main shop; in here there are dedicated ramps, each home to some special 911 or other during our visit, all undergoing different levels of works. From full engine rebuilds to mere suspension setup tweaks, it's here, under the watchful eye of Kevin and Nick from their desks, where each car will spend a large proportion of its time.

In the distance there is a row of silk-clad machines, all Porsche shaped, amongst them the racing Porsches for which the firm has become so famous. Further into one of the corners of the main workshop there's a couple of glass cabinets, home to the silverware acquired a result of Historika's talents. Cast your eye over the back of these covered cars and you'll spot a storeroom bristling with Porsche parts. In here it's easy to








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Web: www.historika.co.uk

become distracted if you're the proverbial Porsche magpie like us. From manifolds to full engine blocks, radio units to a row of multi-coloured 911 doors, it's an Aladdin's cave of original Porsche bits and pieces – a useful resource for any classic Porsche restoration you understand. Once these parts have been selected and cleaned-up, many will end up on the immaculate benches positioned around the workshop's main ramps prior to being fitted into one car or other – it's a constantly evolving space, this. In the event of a part not being 'in stock', Historika has developed a network of parts specialists with which it works on a regular basis. It offers a Parts Sourcing Service to customers too, whereby it will help classic Porsche enthusiasts locate rare and collectable parts, together with offering its invaluable advice and guidance.

The one aspect of any car's build that Historika doesn't complete 'in-house' is its paintwork. For that the team employ a trusted external partner close-by, but that doesn't mean vehicles are 'out of sight, out of mind'. As you can imagine, a watchful eye is retained over this part of the process too, with regular off-site visits to ensure the very same standards of excellence are carried through to a vehicle's final finish. With all of this now in place, Historika is in a fantastic position to offer a full array of services to its customers. It is able to project manage a full restoration from start to finish, or to simply offer its menu of specific services (bodywork, paint work, suspension or engine/gearbox rebuilds) depending on a



customer's individual needs. Finally, the team also offer cars for sale, with a regular stock of classic Porsche available. If, however, you can't see what you need, then you guessed it, Historika can help you source it – from the UK or overseas.

Historika's work is certainly impressive, and its credentials unquestionable. Now it has the facilities with which to offer breathtaking classic Porsche transformations, turned around in record time thanks to the unification of each aspect of the process – with no corners cut. What is perhaps most pleasant about a visit to Historika, though, is the professional yet intimate nature of its approach to business. This family-run firm seemingly treats its customers like good friends, and their cars like their own, providing the support and advice that is so important for anyone undertaking the restoration of a classic Porsche vehicle. We're talking good old-fashioned service with a smile from a team of naturals you can truly trust, and there's certainly a lot to be said for that these days… ○





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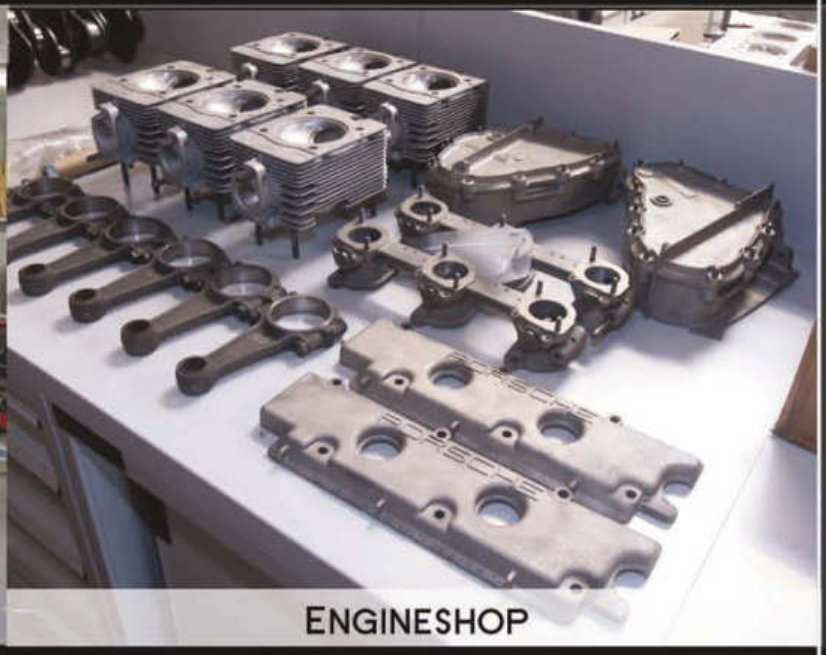




RESTORATION

METALWORK





ENGINESHOP

At Historika we pride ourselves on the total Passion our staff have for all things Porsche.
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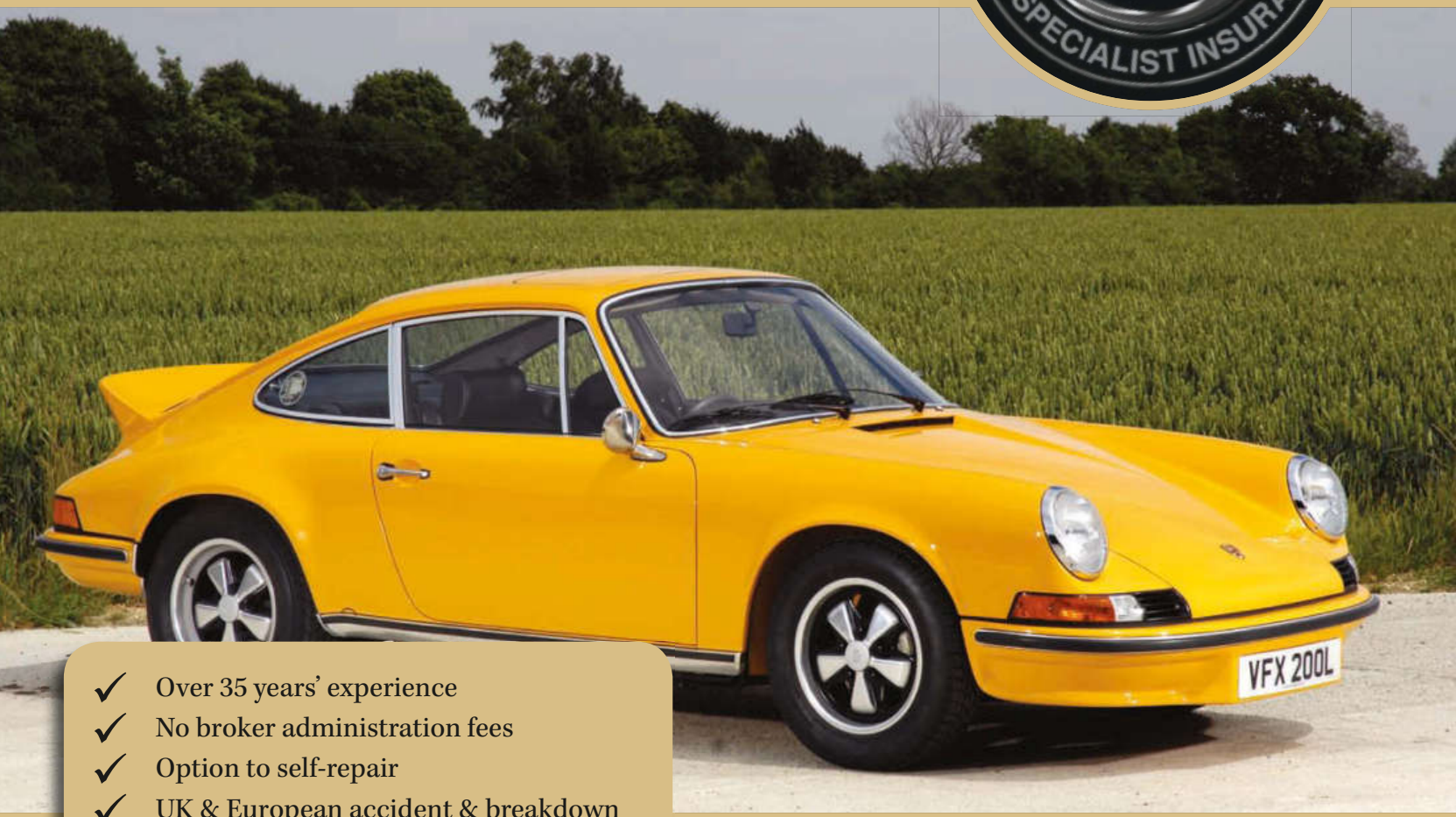
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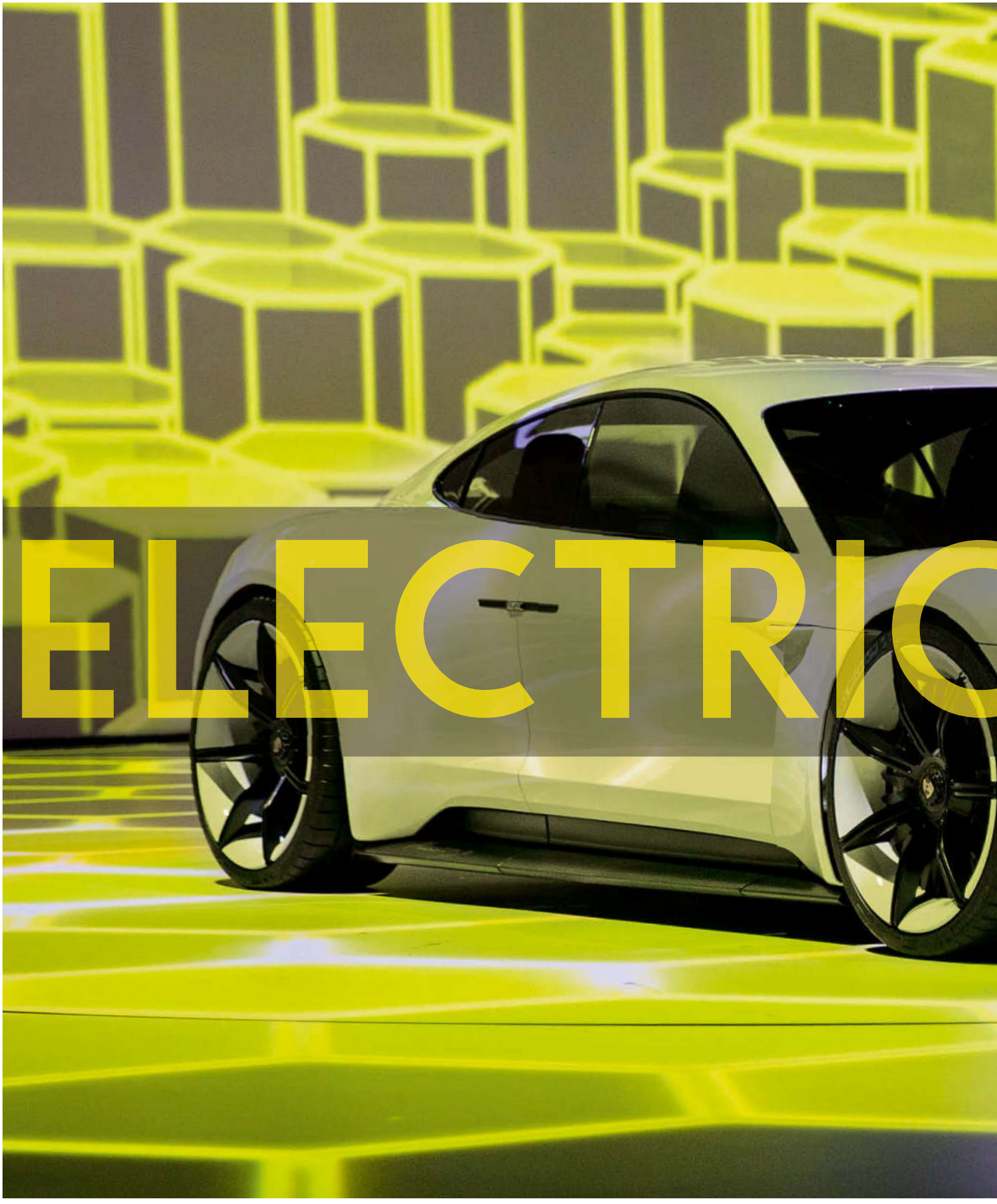


Stopwatches

Given that motorsport forms such an integral part of Porsche's history, all associated racing paraphernalia is naturally of interest to us Porsche lovers. And here we have a particularly emotive and aesthetically pleasing item: a period stopwatch – as would have been used for race lap timing. These precision instruments can be either mounted in-car or simply displayed in a collection for your own admiration.

Period items such as the Heuer Trackmaster stopwatch, as seen here, can be purchased through popular online auction sites or picked up for a song at automotive events up and down the country. The beauty of these items is that they often display a level of patina that fits beautifully with the period-look of many old Porsche cars, so they look right at home on the dashboard. Mounting these items in your car lends a competition feel to any cabin and is easily achieved with some light carpentry or metalworking skills. Alternatively, commission someone to craft you a bespoke means of display for one of these items if your talents don't quite come up to scratch.

These old stopwatches look equally as good when displayed at home or in the garage. You can just imagine an item such as this being used to time a Porsche at the Targa Florio in period, and that's what makes them such lovely ownership prospects ○


ELECTRIC



SHOCK!

Porsche stole the Frankfurt Motor Show with the surprise announcement of its first battery-powered concept sports car, the Mission E. Is this the future of Porsche cars?

Story: Simon Jackson Photography: Porsche



"We always said that when we do an electric car, it would be a true sports car," commented Wolfgang Hatz, head of R&D on the Porsche Board of Management. He wasn't kidding. On the eve of the Frankfurt Motor Show at the VW Group night, a traditional pre-motor show gathering of journalists and guests where VAG parades its latest wares, Porsche dropped a bombshell by revealing a surprise concept car. Hatz was stood in front of the Mission E prototype, the brand's first all-electric sports car which is wrapped in a ground breaking package that's both reminiscent of the 911 lineage, while also hinting at what we could expect from the next-generation Panamera.

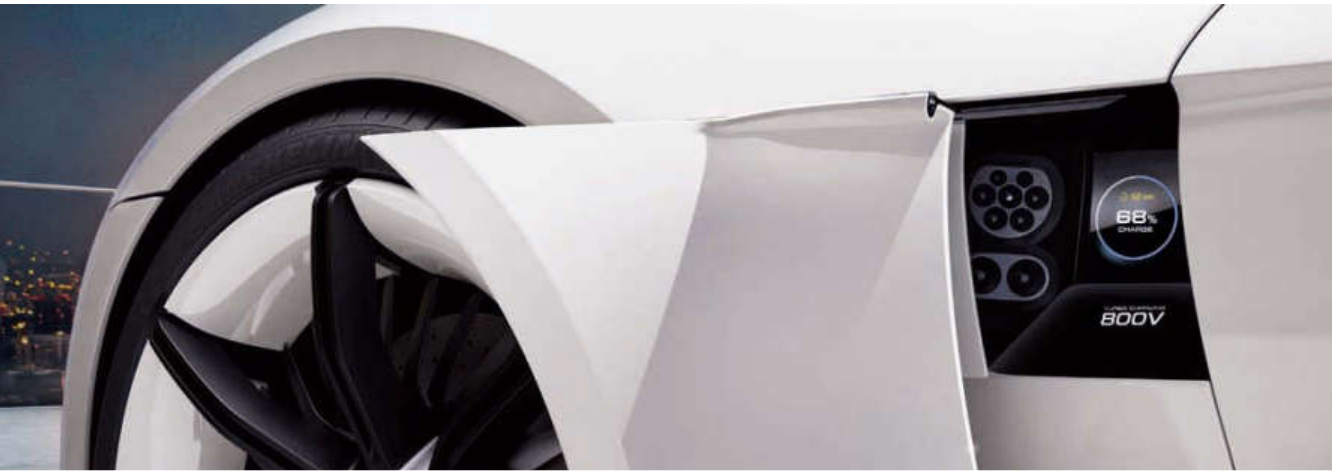
This wild new creation may be labelled a 'concept study: a tribute to tomorrow', but it is highly significant today. Not least because of the technical innovations it displays, but also because it represents Porsche finally bringing its motorsport expertise to bear on a product aimed squarely at the road user and future series production cars. With the Mission E, Porsche has used what it has learnt whilst racing the 919 Hybrid prototype sports car in the World Endurance Championship, and its breadth of knowledge gained in building its limited run 918 Spyder road car, and it has taken the genesis behind both cars one giant leap further.

The all-electrically powered sports car boasts 600hp, is capable of covering over 300 miles on a single charge and completes the 0-62mph dash in just 3.5 seconds. That's just one tenth of a second shy of a current petrol-powered 911 Turbo. Its chassis utilises all-wheel drive with Porsche Torque Vectoring – which distributes torque to the car's individual wheels – and four-wheel steer capability. Like its Le Mans winning descendant, the Mission E runs two permanent magnet synchronous motors (PMSM) that drive the car and harvest braking energy.



The Mission E is practical too. It's able to charge to 80 percent of its maximum capacity in just 15 minutes; twice the speed of any electric vehicle currently available. In order to achieve this it uses the latest lithium-ion technology and debuts innovative 800-volt technology; that's double the voltage of today's electric vehicles, and in doing so it lowers the car's weight as lighter, smaller gage copper cables are sufficient for the transport of energy around the car. The Mission E's front left wing is moveable, revealing a charging port for the 'Porsche Turbo Charging' system, an 800-volt port that allows the battery to be fast charged. Alternatively, the car can also be connected to a traditional 400-volt charging station. Lastly it can be recharged at home via its inductive charging capability by simply parking atop a coil embedded in a garage floor.

Porsche hasn't simply gone pye-in-the-sky for headlines here. The Mission E's propulsion system harbours inherent drivability too. In addition to the twin motor's efficiencies, unlike existing electric drive systems they can develop peak power after multiple launches even with short intervals between. This, say Porsche, is one of the aspects that make this car suitable for the race track. As such Porsche has simulated a lap time for the Mission E around the Nürburgring Nordschleife –



Moveable front wing reveals the 'Porsche Turbo Charging' port for fast charging of the Mission E



it came home in under 8 minutes. Suffice to say a company like Porsche does not make such claims without the confidence to back them up.

With an all-new platform underneath it, the Mission E comprises a chassis and body crafted from a combination of aluminium, steel and carbon. This lightweight concept boasts excellent weight distribution and a low centre of gravity, achieved through the positioning of its batteries, which sit between the two axles along the centre of its belly. Ideally located for optimum balance. The car's footprint is large too, aiding mechanical grip, in part thanks to wide 21-inch wheels at the front, and 22-inch wheels at the rear. Talking of the Mission E's wheels; they're made from carbon.

The new car's styling mixes existing Porsche themes with futuristic design cues, providing more than a hint of forthcoming Porsche aesthetics. As with most concept cars the design is a stimulating and outlandish mix, a chance for Zuffenhausen's finest to let their hair down, their imaginations and their graphic pencils run wild, but despite this, the Mission E does have more than one foot in the real world too.

At 130cm in height, the Mission E's silhouette is low and wide, reminiscent of Porsche sports cars we're already familiar with (there's a touch of 918, a hint of 919 and even some 991 in there if you look closely), yet it also demonstrates cutting edge concepts in aerodynamics – Porsche call this 'integrated aerodynamics'. This means the air inlets and outlets are incorporated into the car's bodywork, most noticeable on the front and rear bumpers, allowing air to flow through the car's shell. Like competition cars, vanes and contoured splitters manipulate the flow of air for best downforce to reduce lift at speed. But there are two elements here that would never make production: suicide doors with no B-pillar and rear facing cameras in place of door mirrors. Out back an emotive three-dimensional illuminated badge depicts the word 'Porsche' – wrapping around the car's haunches.

Inside the Mission E cabin sounds like the stuff of daydreams, and looks like it too. Thanks to the lack of a transmission tunnel the car has a spacious, light and airy cabin. Curvaceous surfaces feature throughout, punctuated by four purposeful bucket seats with a racing feel. It's the capability for carrying four occupants that marks this car out as more of a future Panamera, or sub-Panamera, than a 911 in our minds.

As you'd expect from any self-respecting concept car the inners are loaded with technology. The instrument cluster features five LED gauges, each with a job to do under the themes of: Connected Car, Performance, Drive, Energy and Sport Chrono – all recognisable Porsche elements. How they function is different though. Using driver-facing cameras with in-built eye-tracking systems, the Mission E detects which gauge the driver is looking at and allows the manipulation of menus within the system when combined with the use of steering wheel mounted buttons – Porsche calls it an 'interplay of eye-tracking and manual activation'. What's more the display moves with the driver as they alter their seating position, so as to ensure any vital information, such as current speed, is





always in line of sight. The Mission E also uses a camera mounted in the rear-view mirror to recognise a driver's mood, displaying an emoticon to represent it in instrument binnacle, this can subsequently be shared via social media channels. That's one advent we hope doesn't make it into a series production Porsche…

The Mission E also employs holographic technology with app functions controlled by occupant gestures detected by onboard sensors. A grasping gesture means 'select', a pulling one means to 'control'. The concept is akin to the motion-sensing technology behind the latest Smart TVs, and modern controller-less console systems such as the PlayStation Move and Kinect for Xbox One. Passengers can operate functions such as media, navigation, climate control, telephone book and vehicle status this way, although the more traditional touchscreen method is also available to them.

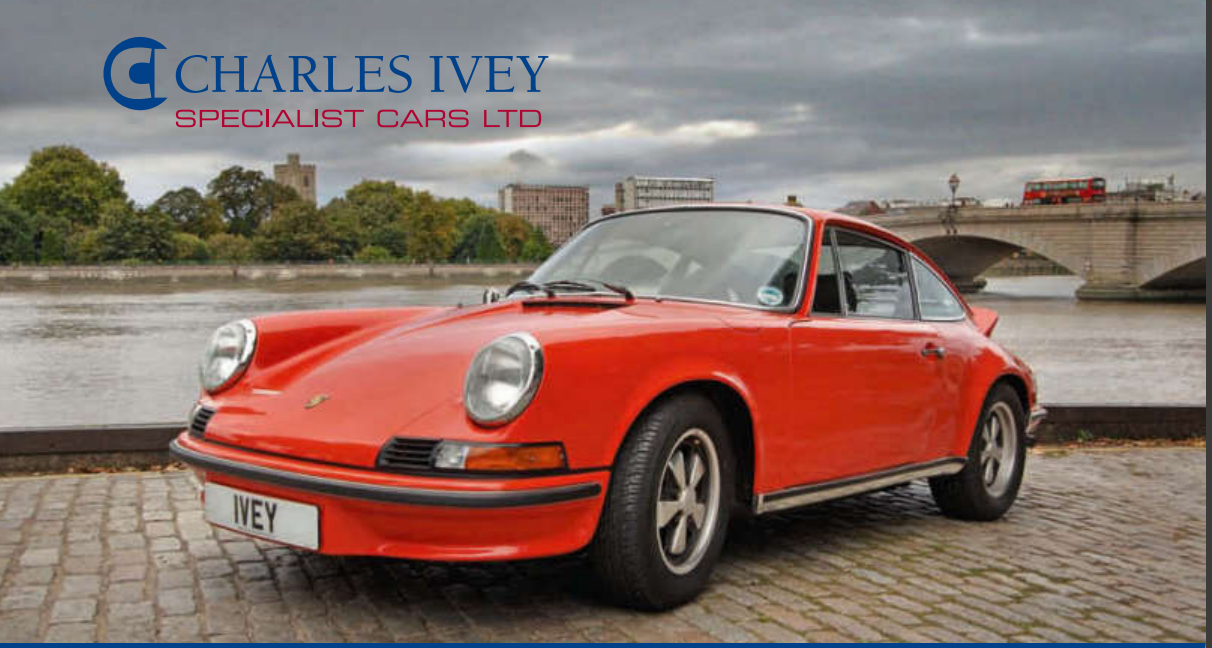
Taking a further step toward smart phone integration, many of the systems onboard the Mission E can be controlled through Porsche Car Connect software from a tablet or mobile device. Functions for the chassis, engine or infotainment system can also be adjusted in this fashion, and users can contact a Porsche Centre for remote diagnostics or to schedule appointments.

Finally, a digital key can be set up via the Porsche Connect Portal and provides users with the option to open the car's doors, allow entry only to certain individuals, and can even be directed to limit entry functions during set times and at set locations. This sounds advanced, but it's the next step if you follow Porsche's existing relationship with inter-connected technology.

Porsche's surprise reveal of the Mission E certainly set tongues wagging, and despite only being a prototype concept 'design study', there is a level of reality about this fantastical sounding car. Let's not forget that 30 years previous Porsche unveiled the 959, a car so advanced that at the time it too seemed and the stuff of science fiction – it was actually the stuff of science fact. The Mission E is more than just a machine of fantasy, more than just a whimsical concept car. It represents the future of Porsche cars, and the future of the sports cars segment if it is to survive. Perhaps most poignantly, though, it sends a clear message to current electric car market leaders Tesla and BMW – Porsche is coming for you… ○



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ORANGE IS THE NEW BLACK

As tasty to drive as it is to look at? This ‘tweaked’ 996 GT3 wins our flavour of the month award…

Story: Johnny Tipler Photography: Amy Shore


68 JWC







Hugging the verge, the GT3's rotund red left-hand wing tucks in with a haughty mix of resolute authority and graceful serenity, powering relentlessly out of the curve and on to the upcoming straight. The avenue of trees is a blur as we scorch the half-mile of Cambridgeshire back road to the fast-approaching right-hander. I'm driving 'Zanzi', this Zanzibar red 996 GT3 track day special, and it's possibly the fastest Porsche I've ever handled on the road. With respect to my licence, if not necessarily the authorities, I don't extract anything like its maximum potential, but it certainly feels mind-blowing. Here's why…

I'm visiting the Cambridge Motor Company, south of the eponymous city, at the invitation of proprietor Jonathan Sturgess, who's suggested I might like to have a taster of this madcap confection. Having reviewed the snaps online, I take up his offer. A Zanzibar red GT3 is a dish indeed, and this one happens to run a 4.1-litre flat-six, punting out almost 500hp. That is over 100hp more than the standard Mk1 GT3, a car which manifests a spec advocated by Andreas Preuninger, head of Porsche's GT series production department, and designed to provide maximum driver involvement as well as a flagship model for the new millennium. What we have here exceeds that definition by some way: but it sure is an involving experience!

Before venturing out, I peruse the inventory while photographer Amy snaps the details. There's a suede-rimmed Momo steering wheel, dished back towards the driver, and I'm surrounded by a hefty web of bars comprising a full roll-cage, padded along the sections where you are likely to knock your head. The roll-cage originated in a Porsche 996 Cup Car, testified by a sticker at the bottom of a downpipe. There's an intercom system in the cabin so driver and co-driver can communicate on special stages when wearing appropriate lids. Its JRZ suspension cells are attached to the rear down-tubes of the cage, and there's one for each damper, so there are another two under the front lid. The JRZ dampers provide adjustable bounce and rebound, and because the cells are in remote reservoirs they don't overheat when racing around a track. It's also been equipped with £8000 worth of Elephant Racing suspension components, which explains its distinctively shaped arms: "Each one of those arms is about £600," says Jonathan, "and it'll have ten of them, so the bits you can't see are almost as expensive as the stuff that's on show. The power steering reservoir has been relocated to the nose just ahead of the fuel tank, and the remote reservoirs



and adjustors for the front shocks also live here – damp and squat on both, and hardness directly on the top. It was something like £12,000 just for the parts before they were fitted, so again, a lot more than the usual KW or H&R or whatever else people tend to fit these days."

The cage is united with the shell of the car by fillets of metal reminiscent of knuckle-dusters. These reinforcements then run down the 'A' and 'B' post where they're welded on to the body. There's a fire extinguisher in the passenger foot well, which is always reassuring. Five-point Schroth harnesses straddle the Porsche Recaro race seats, though the regular 996 shoulder belts are also usable. Incongruously for such a bolide, there's also a CD changer. "The oil filter has been relocated for simple servicing," Jonathan says, "and there's a lot of bits and pieces that are different to a normal GT3. For instance, it's got custom-built throttle bodies, which these air filters inside the engine bay are attached to, along with a custom air-scoop, all in carbon fibre, and it's got solid engine mounts, a relocated dry sump oil reservoir, and the exhaust is custom-made, part titanium part stainless steel. Apparently they tried four different systems on the rolling road to work out which one was the best, and this is it."

Most of us would be content with an untouched 3.6-litre 'Mezger' engine; not this owner. "The engine's cost about £50,000 along the way," reveals Jonathan. "The suspension was about £12,000 for the kit, the Manthey BBS wheels were £8000, the exhaust system was just under £12,000 because it was a custom job (part titanium part stainless steel) and it's got quite a few build bits on there which I doubt many people would feel the need for; basically the guy didn't care how much it cost, he just wanted the best. And actually I think it's about as far as you can go with one. It's a lot better doing it this way than turbocharging it and saying, 'there you go, I've got 500 horsepower' and relying on artificial boost to get the result, whereas this thing will rev as hard as you want."

No further incentive required! Time to hit the road. It's not the easiest of starters: hold the key over and keep the motor churning till it fires. After that, no problem, though it is ticking over quite fast at 1200rpm. And then I come to release the sintered clutch, and that makes it a difficult car to get off the line. Sintered clutches are manufactured using iron as a friction material because it can tolerate more abuse, hence their use in racing applications. The steering is light enough once I'm up and running, but hauling it around getting out of a parking situation is a bit of an arm-wrestle.



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Soon enough I come to terms with the sintered clutch; it is just a matter of balancing the revs on the accelerator and releasing as delicately as possible with tensioned left leg muscles. But that's enough of the anatomy; let's open it up! It's quite brutish in character, and the enormous power that it can deliver is immediately obvious. It's violently fast, and feels as quick as a GT2, though of course you have to work at it as there's no turbo.

That means when the engine gives voice, there's a heck of a roar from the exhaust, and from 4000rpm to 5000rpm in third and fourth it's positively roaring. The rev limiter is set at 9300rpm, so there's no chance of challenging that around here. All the time though, no matter what the revs, there's a hint of backfiring on the over-run, which is quite seductive and adds to the charm. It's compliant too. It's going where I'm steering it, with immaculate turn-in, inviolable, poised cornering and handling.

The ride is what you'd expect of a GT3 – the suspension is particularly hard, along the lines of the Club Sport but rather more so, which means I'm feeling all the bumps. There's slight tramlining but nothing you wouldn't get with a regular GT3. Anchoring hard for each bend, the brakes respond dramatically well, albeit squealing in agony. I'm keeping the power on as I'm storming the corners, and I feel I could actually take on the world with this car. Most Porsches impart that feeling, I know, but this one does it in spades.

Back at base, Jonathan talks me through the provenance. As the figures for money spent mount up, so my jaw drops nearer the floor. Zanzi has an interesting and comprehensive history file. It's metamorphosed through three major engine rebuilds in the quest for more power, all of which adds up to way more than the price of the car. The current engine build tots up to £90,000, and, says Jonathan: "He previously spent £25,000 on the Manthey rebuild to bring it up to 3.9-litres and 440hp, and before that it had the 400hp conversion by JZM, which was another £10- or £12,000, so it's probably had about £140,000 spent on it to get a car that's on sale for £75,000." That sure is a whole heap of money to have showered on a single car, but if the market continues its rampant dance, the time may not be far off when 996 GT3s are worth that kind of money anyway.

So what has all that dosh been spent on? As a standard car, the GT3 was first trundled in to JZM at King's Langley in 2005, where a Manthey K400 package was installed, consisting of exhaust, carbon air intake, ECU remap, and yielding







400hp. In 2007 it had tuning work done by Fearnsport at Silverstone. Then the following year it was packed off to Manthey in Germany and, at 65,000 miles, had a full engine rebuild to M440-spec (so 440hp) which entailed rods, valves, chains and tensioners and it was taken out to 3.9-litres. "The Manthey engine cost €26,700," quotes Jonathan, "and that still didn't give him enough power, so it went to CTR Developments at Huntingdon for its last major blast, plus a complex suspension setup. CTR mainly do race preparation, and while it's not that well-known as an engine builder, it has a reputation for making race engines in small numbers."

The engine work included a Motec M600 engine management system, custom throttle bodies, Schrick cams, a 4.0-litre crank from the 997, Capricorn rods and Cup RSR heads, liners and pistons. The portfolio continues: "The crank, rods, liners and pistons were around £15,000, the heads were £5000, induction kit was £6000, the loom and ECU was £6000, extra head work cost £3000 and machining for all of the components was £3000. The bill for the custom exhaust was £10,000 including the titanium silencer at £6500. Then it was another £7000 just for the dyno work, which seems a lot of money for running a car up on a dyno."

As for the suspension, that consists of the Elephant arms plus three-way adjustable motorsport JRZ 1231 dampers, costing €7500 for the kit. It also runs 18-inch forged magnesium BBS Manthey wheels, a full cage from a Cup Car, Momo sports steering wheel with air bags, Mk2 GT3 RS floating discs and six-pot callipers. Total spend on this occasion was £46,988. What this achieved was 489hp at 8800rpm, and by comparison a standard Gen 1 GT3 is 360hp, so that's a pretty impressive hike.

Despite its stratospheric spec, there's a paradox about Zanzi in the marketplace. As Jonathan concedes: "Most buyers don't particularly want modified cars unless what's already been done to the car matches their own aspirations. Any money previously lavished on the car means the buyer is, theoretically, quids-in, because money spent on restoration and performance tuning is never recovered in the sale price. But if it had been an original Zanzibar it would have sold months ago. The trouble is, you need to shout about the engine in the advert, but if you say it's cost £50-grand, a potential buyer might think, 'if it breaks, do I have to spend that much to fix it?' but the fact is, everything in the







spec is as strong as you can get; it's built for racing all day every day, so it's unlikely you will ever have any engine problems."

I have a coterie of acquaintances who own GT3s and upgrade them just as Zanzi has evolved, but they have espoused newer incarnations in the shape of the 997 and 991 GT3, and that might be the rub. Persuading such a person to travel back in time requires them to countenance older tech and an older image. Still, it wasn't that long ago that I was modifying a 964, so there shouldn't be a problem in that respect. The look of the original 996 GT3 with its deep front spoiler and airdam, aerodynamically sculpted sills, and fixed double-decker swan-neck wing on the engine lid shows the model at its purest and most elegant, less aggressive too, before the ironing-board rear wing of the Mk2 and more muddled ducts, gaping vents and prominent splitter of the 997 GT3.

So the Mk1's styling is captivating in itself, but what of the colour? Zanzibar red – paint code 1A8/1A9/N1 – is a rich, dense, ambiguous hue that looks orange by day and red by night. It's subtly adrift of red, having an exotic quality straight out of a spice market, redolent of paprika, water melon or (and I've looked this up) Bixa Orellana seeds, famed for their red pigment when crushed. Having featured as the colour of the first 996 GT3 sales brochure in 1999 it was available on the Porsche colour chart until 2004, so you'll find a few Zanzibar 996s, Boxsters and even the odd Carrera GT, but they're rare, and mainly confined to GT3s and Turbos.

No question, you would want to experience this car on the race track, which is where the sintered clutch would make sense, given those aggressive power-down wheel-spinning starts. But we're on the road here, and that's a very different matter. A couple of years ago I drove FVD's 4.0-litre 997 GT3 RS up Schauinsland hill climb, but it was raining so in the interests of self preservation, not to mention my rapport with Le Patron Willy Brombacher I refrained from going nuts on the tortuous ascent. So while that is surely the fastest incarnation of that generation of GT3, and therefore in theory the fastest Porsche I've driven on the road, in fact it's the Zanzibar car that now occupies top spot in my speed sensory memory bank.

What do I take from this? You can have too much of a good thing, unless you desire more than a bit of track day fun – when Zanzi would give even a 997 GT3 RS a run for its money. A tropical East African holiday, then? Not quite; but it is mostly about that gorgeous curry-paste colour. I feel a wrap coming on ○



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ONE YEAR AGO NOV 2014



We took a deep dive into a backdated Targa in this issue to examine precisely how to effectively pull off a retro-inspired 911. There were some comparisons to the popular Singer cars, and in fact Rob Dickenson contacted owner Gary Walters to express his admiration for the car. We can imagine Rob was a particular fan of Gary's ethos: "I built this car to use it's not a trailer queen," he said.

Our cover feature pitted two 1980s Porsche icons head-to-head; the 944 Turbo and 3.2 Carrera, finding: "The 944 is a brilliant car… But we don't like the Carrera, we *love* the Carrera, and we suppose that is at the heart of the difference."

FIVE YEARS AGO NOV 2010



Our cover feature five years ago pitched the Boxster Spyder against the original 911 Speedsters; the 930 and 964. We certainly had fun playing with the trio up on the north York moors, but what conclusion did we draw? 'The Boxster Spyder is 'just' another production model," we said. "The Spyder is a special car, but the Speedster is a 911, and 911s always rule the roost."

Talking of 911 Speedsters, we got our first look at the 997 version, of which details had just been announced along with word of the 997 GTS. Both cars signalled the beginning of the end of production for the 997 series cars.

We also took a look at Porsche's new Cayenne S Hybrid...

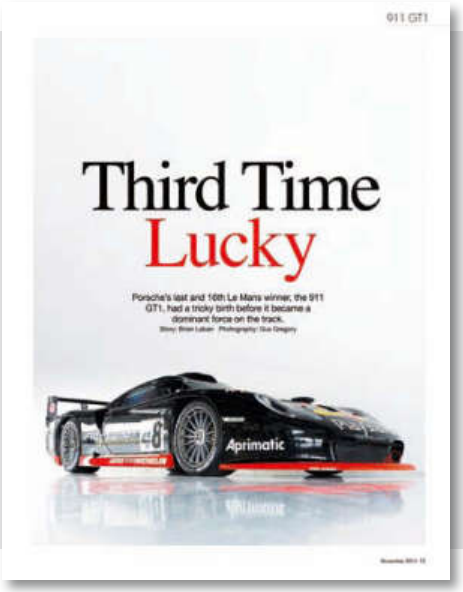
TEN YEARS AGO NOV 2005

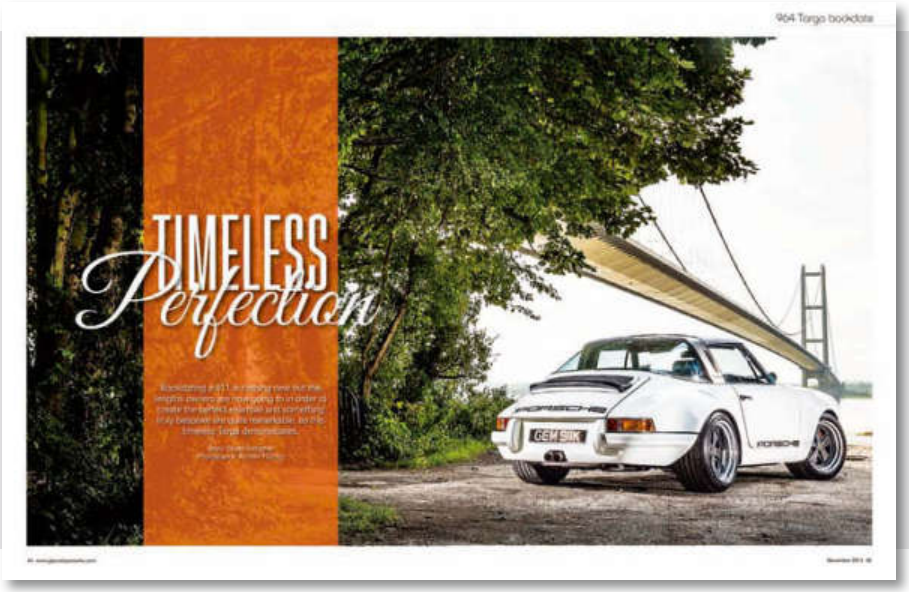


In his regular column, Chris Harris pondered the merits and demerits of a convertible 911, commenting on the 997 C2 S version: "Porsche still makes a convertible that offers better dynamic balance than any similarly priced rival."

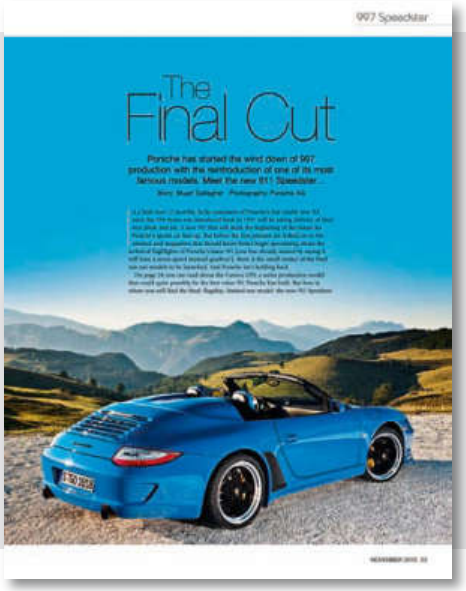
Further into the issue Chris also got behind the wheel of a 2006 997 GT3 Carrera Cup car, while then-staffer Chris Knapman took a 996 to North Wales in pursuit of great driver's roads, finding the A543 particularly pleasant.

We also got our first drive of the new Cayman S in this issue, Colin Goodwin reporting: "The Cayman S is a dream come true for those of us whose love of Porsche is both deep and long," and questioning: "do you now need a 911?"

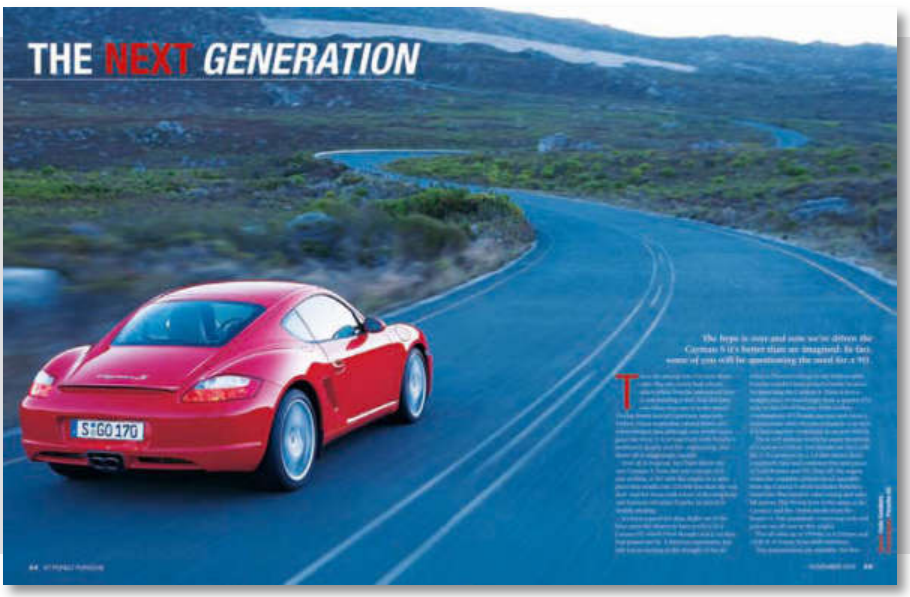

911 GT1
Third Time
Lucky
Porsche's last and 16th Le Mans winner, the 911 GT1, had a tricky birth before it became a dominant force on the track.
Aprimatic


964 Targa bookcase
TIMELESS
Perfection
GSM 91K


356 Outlaw
LAW
&
ORDER
The youngest examples are fast approaching their half century, but there is still plenty of life left in Porsche's 356 as this Outlaw example demonstrates.


997 Speedster
The
Final Cut
Porsche has started the wind down of 997 production with the reintroduction of one of its most famous models. Meet the new 911 Speedster...


on the limit
OPEN AND
SHUT CASE


THE NEXT GENERATION
S*GO 170


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SPECIALIST
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Maintenance
Engine & Gearbox
Rebuilds & Modifications
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Our *Long-Term* team explain the trials and tribulations of running a Porsche in the real world …

Ryan Stewart – ***2007 987 Cayman S***

Priced out of the 911 market, Ryan decided a Cayman was the next best option. He purchased his 987 S in August 2015 with a view to putting it to work on track. The car runs PASM and a Porsche Sports Exhaust, but for weight purposes there are no additional frivolities.



Matt Biggs – ***1981 911 SC***

The SC is tatty but it was exceedingly cheap for an air-cooled 911 so Matt couldn't resist. Still learning the ways of the 911, Matt's still not sure how to drive the car properly but it looks and sounds fantastic and was great fun on its first track outing – he's looking forward to more.

Twitter: ***@PawnSacrifice***



Matt Biggs – ***1986 924 S***

A project bought unseen for £400 as a non-runner. Replacement engine, SPAX coilovers and 968 ARBs, a home-made quicker steering conversion and race seats already fitted. Plenty of track days, a rally in France and a trip to Le Mans to see Porsche's return all under its belt.

Twitter: ***@PawnSacrifice***



Jack Wood – ***2010 997 GTS***

Purchased in November 2014 the GTS was something of an impulse buy. The Meteor grey Carrera 2 started life as a demonstrator at Swindon Porsche and is fully-loaded with extras. So far it is living up to the hype and has been a pleasure to use.

Twitter: ***@Jackkwood***



Jack Wood – ***2004 996 GT3***

Bought in April 2012 from a reputable Porsche specialist, it was pressed into immediate service as a combined daily driver and track car. Now a third car, the GT3 has been resprayed with the latest self-healing paint protection film by PaintShield and mechanically overhauled.

Twitter: ***@Jackkwood***



Martin Spain - ***2002 996 Turbo***

After an extensive search for the perfect 997 Carrera 2S, Martin was "seduced by the boost" and ended up with a 996 Turbo. Purchased in April 2014 as a weekend and occasional track day car. Other than the outrageous performance, it is the famous Turbo script on the rear that he loves.

Twitter: ***@MartinSpain***



Rob Richardson - ***1978 911 SC***

Rob's an old hand when it comes to tinkering with classic cars, and has even owned and modified a 924 in his time. Having hankered after a classic 911 he's finally tracked down his perfect project. Expect to see this '78 911 SC being given the 'Richardson touch' over the coming months…

Twitter: ***@Racereightysix***



987 CAYMAN S

I've long been searching for the right moment to enter the world of 911 ownership. It's a terrible cliché but as a kid it was always 911 models that excited me the most. From *Bad Boys* to Rothmans Rally Cars, I always thought 911s were cool. Not too flash and packed with engineering, the Porsche 911 was always the car for me. With that in mind, you might be surprised to find that my perfect first 911 is actually a Cayman, but bear with me while I explain my reasoning…

Given an unlimited budget, narrowing down which 911 to purchase is a pleasant experience, but back to the real world where desirable Porsche prices rocket faster than you can submit an AutoTrader search, and the GT3 dream slips further and further out of reach. When the Porsche seed was first planted some six or seven years ago you could pick up a half decent 964 for around £15,000. With the benefit of hindsight perhaps I should have pulled the trigger back then and these words would read very differently. Knowing that whichever Porsche I chose would see track action I decided to look at the lower priced options on the table, rather than going in big and potentially ruining an investment in a tangle of twisted metal.

For not much more cash than a two-year-old Volkswagen Golf you can have the keys to a fair few modern Porsche models and as a huge 911 fan the search began with low mileage 996 3.6-litre cars and higher mileage 997s. It quickly became apparent that any of the potential suitors would need fairly heavy adaptation to be suitable for track use. Around this time I kept stumbling upon Cayman track builds online and the mind cogs started turning. It may not be the 996 GT3 I'd once dreamed of, but as an entry into Porsche ownership it's not a terrible place to start.









There's a new addition to the fleet. Ryan's Cayman is destined for track use so expect performance alterations soon...

Upon investigation it seemed the 987 Cayman S was a critics' favourite, being described as more nimble and forgiving than a 911. The added bonus of luggage space front and back seemed cool too, but where's the catch? Aside from 'not being a 911' it didn't seem there was one, so the search cranked up a notch.

Knowing I would be at least changing the seats and remapping the car, my ideal spec was a silver example with reasonable mileage, PASM and a Porsche Sports Exhaust. Sports Chrono seemed an unnecessary frivolity, and I didn't want navigation or anything that would add too much weight. By this point the idea of creating my own Clubsport style Cayman had grown out of any reasonable proportion, to the point where I already had spread sheets full of potential aftermarket parts…

Then, as if by fate (or more likely obsessive trawling of the internet), the perfect car came up just 20 miles away. In an instant I was on the phone and asked to view the car and arranged a time. That evening, a slightly bemused, now ex-owner chuckled "that was the fastest sale in the history of anyone ever selling cars, was it underpriced?" Probably, but I'd got my silver Cayman S.

The next evening I collected the car and began to get to know it in earnest. Driving back in traffic I couldn't work out if I'd made the right decision, so suffice to say it was by no means love a first sight. I'd be lying if I told you I didn't like the Guards red seatbelts and dials, but maybe that's the soft styling rubbing off on me. With my name firmly on the logbook it's full steam ahead to hone this car into the perfect track and road machine, but first things first, let's put a smaller steering wheel in so I can actually get in and out of the car…

Ryan Stewart





911 SC

At work, on a Friday, as many companies do, we have a dress down day. It's a break from the drudgery of a normal working week. With the 924 languishing in the garage (as you will find out on p106) the SC has been residing on the drive recently and I have taken to brightening up the end of the working week by driving the SC to work, more of a 'dress up' day than 'dress down'. Unless you count the bodywork, which is nowhere near as good as the Boxster's exterior. So maybe it is dress down? Either way it makes me happy.

The engine has usually had time to warm up by the time I have reached any overtaking spots on my commute, and the journey often lays on the odd slow poke whom it is my duty to pass, and it is the 3.0 air-cooled engine's duty to wake us all up! A sound that touches parts other engines cannot reach.

The rain, though, has been slightly less enjoyable. I wasn't expecting the R888s to be great all-weather tyres, but while there is a decent amount of tread on them, they've not been half bad in the wet. There are a few corners that have big slippery covers that I need to carefully negotiate. A number of times when I've not placed the car just so (and also not taken off enough speed), the back has just slipped sideways, just a little, but enough to get the heart rate up. Let's just say I'm fully awake by the time I reach my destination when that happens! A challenge in its own way, it's all good for learning.

One Friday, following one of those interesting drives to work, I got an email from a friend enquiring as to whether I could pick a couple up of friends on the way to his place that evening. Well, that's not a problem but given the limited seating in the Boxster and the sad state of the 924, I would be taking the old 911. I knew that Rob would fit in the back, he's done it before on the test drive. His wife, Janine, is quite little so I figured she'd be okay too, although I was sure she'd be calling shotgun. But talking it over, we men weren't concerned about seating, instead the daytime conversation between us was how damp the roads were likely to be and how much I would have to go easy on the throttle. A typical man conversation this, and it proved to be an area of great deliberation.

The concerns and assertions of the day amounted to very little in reality. The drive through the countryside, on dry roads I will add, did not allow me to get the hammer down and demonstrate the superior road holding of the track tyres, a true shame. I had not intended to take it so easy, but Janine, who was indeed riding shotgun, gripped on to the door handle and centre console with such vigour that I feared anything above the gentlest acceleration would see the SC lose some of its interior trim! One lane in particular saw us reach a heady 38mph and it was as quick as I dared attempt! I was, however, surprised at how comfortable everyone seemed to be in the old 911 – as big as the newer models are on the outside I don't believe that extra space has extended at all to the interior.

To tie up any loose plot lines, it was a lovely evening, people had about the right amount to drink, that is just shy of too much… and none for me, the driver. Now that she'd had a few drinks it was safe to lob Janine in the back seat, where there was some surprise at the lack of seat belts… er, unless that's now illegal, in which case it was replete with passenger harnesses… which I have since removed!

As I was aware that people who are on their way to being well oiled like, nay, need a little fresh air, I explained to Rob that the window mechanism was broken. But it was too late as he had already pushed the button and lowered the window a smidge, he confessed. Ah, no! But then, in a radical move I pushed the window button on my side, and the window went up. Now, I do not know what witchcraft has been practiced here, but I profited from it. The SC, in all its charms, had taken to fixing itself. Which is good because I really don't have the time to be fixing it right now.

A few days later when I next used the car, I gave the button a cheeky push, and the window operated as prescribed. Down and up. I admit that I didn't operate it fully in either direction, I wasn't giddy with excitement and didn't want to push my luck too far, but it was fixed enough for the time being.

The doorcard still needs removing and the insides need inspecting to find out what actually happened, but for right now this will do me thank you very much. It was quite unusual too, normally when something appears broken, sorcery not withstanding, I assume I know what's wrong and get on and order the parts. Thankfully I hadn't quite made it that far, this time. That could have been an expensive mistake. I may find that the window regulator is to blame and a replacement is needed, no doubt for a tidy sum, but right now I have more pressing matters. I just need to make sure the broken window motor doesn't become 'that's how it is' – one of those little niggles that never gets fixed, it's a very slippery slope indeed.

Matt Biggs




NPJ 658W

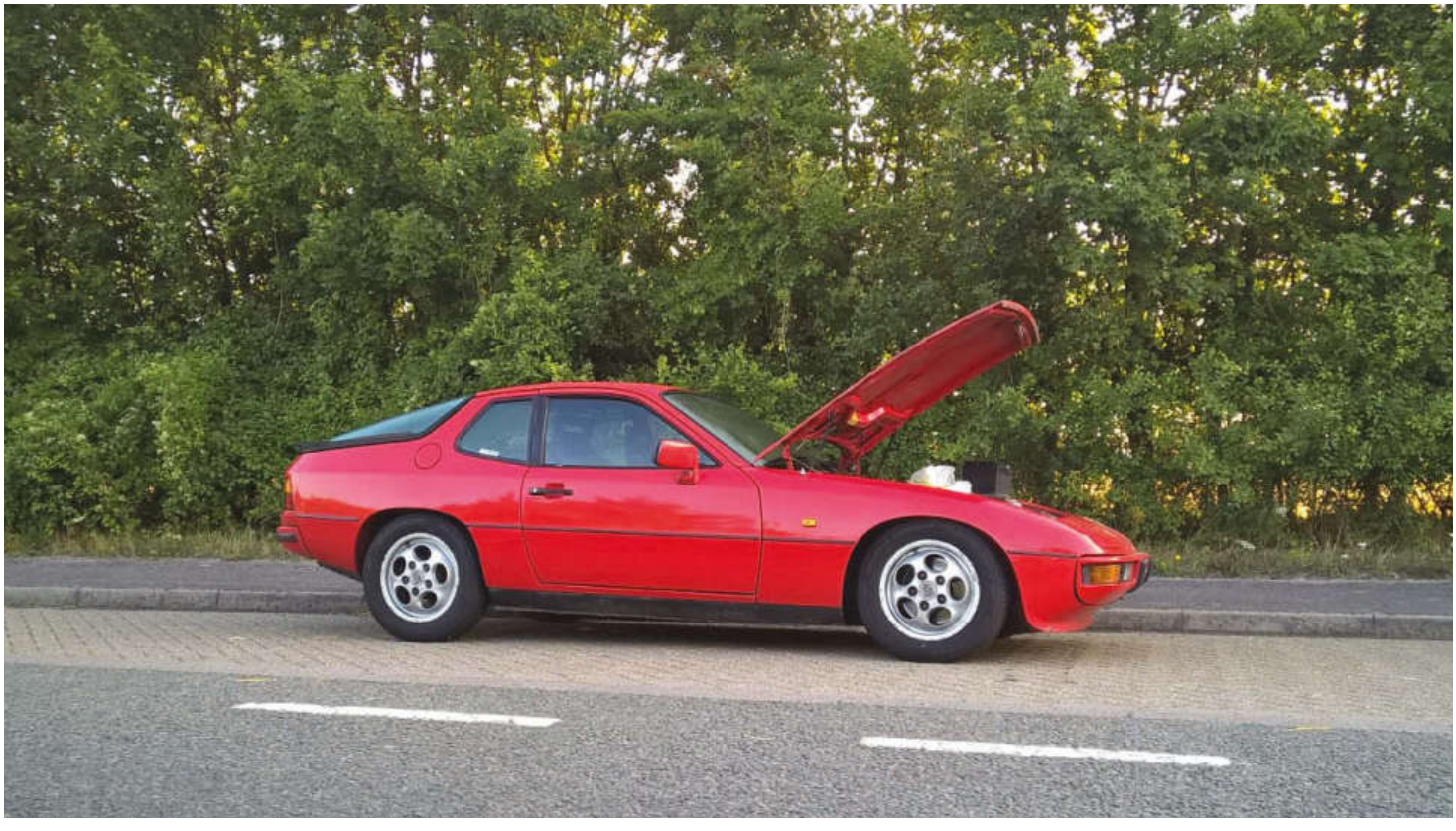


924 S

While the lack of sunshine may have left some doubts as to which season we were in over the past few months, one thing has not… at least one trip a month to a circuit of some description. What's more, since the tyre situation has been rectified, only the 924 S has had a look in on track, which is slightly daft as the SC is now on proper track rubber, and feels great. As it is, though, I am still learning track stuff and feel I can push a lot harder in the 924 than either of the other two and therefore am learning the trade faster. There has been some (big) talk about competing in entry-level events next year, but whether that happens or not remains to be seen.

Back to the present and it was another trip out to Bedford. For once the trip there was interesting. Whilst pootling down a dual carriageway I saw a distinctive set of lights appear in the distance, a 997, with the bonnet stripe that indicated it was a GT3 RS 4.0-litre. I pulled into a gap in traffic to let the RS pass, he gave a wave as he did so. At the next roundabout he peeled off right as I went straight on. A way down the road and those familiar lights appeared again and then a little while after that we went our separate ways. This happened a few times, at one point he passed as I was waiting at a junction; it really is a treat to see cars like that on the road so I would like to thank those of you that drive such special cars for brightening my day, and I am sure many others also.

Like my RS driving friend I am, once again, going off at a tangent. Fellow *Long Termers* contributor Martin Spain was also in attendance at Bedford but without his lovely 996



Turbo; he had paid for the session so popped along for the social.

Feeling Martin's plight, I offered him some laps behind the wheel of the 924 S, which I am pleased to say he took, starting with the sighting laps. At the end of the sighting session Martin queued up and went straight back out. A while later he returned with a smile, clearly having enjoyed experiencing the simple pleasures of an old four cylinder from the other end of the Porsche power spectrum. I am not sure if he managed some almighty power slides, but Mr Spain managed something I have not, to draw out the noise board! Driving the 924 S flat out, lap after lap, I had never been shown this. I felt inadequate.

The rest of the sessions passed without any drama, aside from the heat. It was proper hot in the cabin, even with the fans on full blast, the lack of air-conditioning and the physical requirements of non-power assisted steering meant I was working up a sweat. On the cool down laps I dropped the windows a shade and popped on The Ashes.

The 924 S took its licks and kept on ticking, or so I thought. At the end of the evening I popped on some music and was homeward bound. Heading west, the sun dropping behind the horizon and I was thinking that life was sweet. And then the radio began cutting in and out. From the driver's seat it's easy to get a hand in behind the console and give the wires a move around. I wasn't sure what damage 12-volts could do to me, so I decided to just remove the faceplate and inspect it once home. A mile or so later, I realised that the volt meter was reading under 10v – that meant either the gauge was faulty or the alternator was shot. I ran some rough numbers through my head and decided on a plan.

I set off down the M1 and was making good progress, a whole 70mph no less! Then the car began to judder; I was running low on electric. Thankfully it was still light enough for me to drop down to side lights. Killing the main beams perked things up and I was in good order when I made it to the services. The alternator failing was the only time I've broken down in over three years, I knew that I still had some range in the battery, the sums suggesting about twice the distance to the services. I had considered breaking down sooner, but I would have had no sustenance. The M1 hard shoulder would have seen me get attention quickly, but that was far from safe, for me and others.

I called the RAC, who confirmed that the alternator was dead, and that they no longer have spares on board for these old cars. A flat bed was booked to take me home. A king's ransom in service station food (sandwich, granola bar and a terrible coffee) and three hours later the recovery lorry arrived, an impressive beast; 5.7-litre diesel engine and four cylinders! It only did 54 miles an hour though. Worried that the truck might not make it down my road and not wanting to wake the neighbours at 2am, I had the car dropped in a nearby lay-by. I charged a spare battery over night and set the alarm for first thing, worried that I might get a ticket and/or towed. I got the 924 S home where it is now on the trickle charger for runs to the tip.

So I now need to source a new alternator and get the car back on the road – something exciting for the end of October, but the sooner I get my act together the less cold the garage floor will be. A job I need to finish.

Matt Biggs





Jack is still impressed with his Michelin Pilot Sport Cup2 tyres

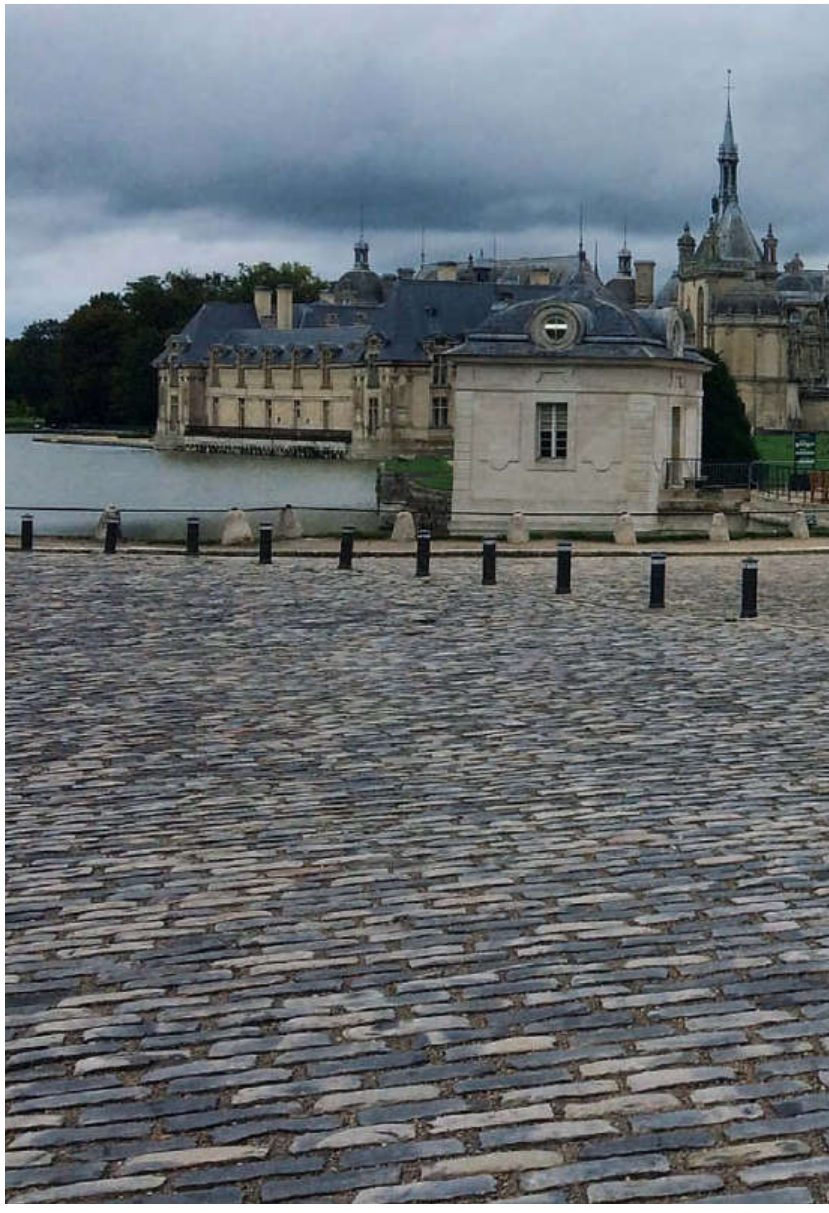
997 GTS

Well it's been a completely drama-free month since the GTS got back from Porsche Centre Bristol. The creaking from the front end is completely gone, the car feels very stable and an absolute joy to drive. And fingers crossed the wheels will stay on this time! When this car is on form it is very difficult to argue for a GT3 on the road. The engine feels just as strong, and with the SharkWerks exhaust bypass it sounds epic; the gearbox is sublime with this OEM short-shift kit, and most importantly the chassis seems to just work better on the road. There is more compliance and the lack of aggressive geometry settings means it doesn't pull you from pillar-to-post on bumpy and rutted surfaces. And the Michelin Pilot Sport Cup2 tyres are a thing of wonder. I've yet to find conditions that they don't work flawlessly in, and to my eye there is still little sign of visible wear at the front or rear, despite two track days and nearly ten thousand road miles. They are such a giant leap forward in ultra high performance road/track tyre it beggars belief. I'm totally smitten with them and can do nothing but eulogise over their all-round ability.

Of course the icing on the cake is the TPC Racing DCS PASM module that Jethro Bovingdon reviewed in last month's issue of the magazine. A genuinely impressive piece of plug-and-play kit, it simply extends and amplifies the already impeccable dynamics of the GTS. And a relative bargain in suspension modification terms to boot. Again, I can't recommend it highly enough.

So is there anything that I would change on this car as it stands? Well, in truth, very little. As a pure driving machine for road and very occasional track use it works so well that I feel reluctant to change anything else about it. In day-to-day use I suppose the only thing I really miss is some form of cruise control or speed limiter, as even on my commute there are several average speed zones and on long journeys it would be nice to not have to worry about getting up in to license-losing territory given the way the car piles on so much speed so effortlessly. A couple of seconds of lapsed concentration or an accidental flex of the right foot is all it takes to pile on tens of miles per hour, so strong is that motor. I've looked into it in the past, and in fact FAB had had one fitted by its previous owner, but I think it's time to have cruise control retro-fitted. The issue is just finding the time as the GTS is used every day.

So apart from the cruise issue I can't really think of anything else to change. Yes some bucket seats would be nice (I like the feeling of connection to the car that they give you) but I'm not sure I could live with



any possible impracticality they may bring. The kids need to get in the back every day for the school run. It's already tight enough in there and they aren't getting any smaller! So with little else to change, and clearly having a bit of fetish for shiny new things, I've been on the prowl for a new project. And what a beauty I've managed to come up with!

I don't quite know how, but I now own a half-share in a new Cayman GT4. Okay, so it's not a physical car at the moment of writing, but the order is in, the specification confirmed, and a scheduled build date of October given. I'm not going to go into too much detail now as I'd rather introduce the car in full in these pages over the coming months. Yes, that's right, I'll be featuring it the *Long Termers* fleet here in *GT Porsche*.

Needless to say I am over the moon at being given the chance to own a part of one of these amazing looking and sounding machines. As some of you will know, my first Porsche was a 987 Cayman S that I bought new in 2005 and ran for 70,000 miles before moving to the GT3. It's a car I still have fond memories of and if this new car is as much of a step up as people are saying it is I'm sure we're going to get on very well!

But the GTS will still be my number one daily car, the GT3 and GT4 reserved for track days and road trips, and as if to prove it, I'm writing this sat in the car, in the Eurotunnel, on a business trip to Chantilly in France. I left home at just before 2am this morning and it's whisked me in complete cosseted comfort from Cheshire to the tunnel in just over three and a half hours. When I get off at the other end I'm planning a little cross-country route to get me to my final destination. And there lies the real beauty of these cars. Their talents are so broad it makes you wonder why you would ever need anything else. Every journey so full of potential. I just know those last few miles cutting through the French countryside closing in on my destination are going to be memorable. And that's because every journey is memorable in this wonderful machine.

Matt Biggs




LR02 MVC

996 TURBO

Whenever you read a Porsche buying guide, there's always a line that urges you to set aside some money each month into a war chest of funds in case something expensive goes wrong. It's good advice, and having just collected the Turbo from RPM Technik after a lengthy repair process that ended up costing a lot more than I expected, I'm glad I followed it.

Before I talk about the nasty subject of money, I'll give a brief recap of the damage to the car after a lorry sideswiped me on the motorway. The nearside rear wheel arch was badly dented and the paint was scratched on both the body and the rear bumper, and the rear wheel had deep scratches to the spokes and rim.

RPM quoted a figure of £1700 to repair all of the damage, making me regret not claiming for the incident via my insurance. Still, all I really wanted was the car back in mint condition, so I gave the go-ahead for RPM to begin the repair process.

I was kept up-to-date on the repair progress by RPM's workshop manager, Craig Humphrey, who was extremely helpful throughout the whole process, which turned out to be a little more involved than I expected. The first issue was that while removing the nearside rear window to get the car ready for respray, the bodyshop team discovered that the trim that surrounds the glass was riveted in place with no way of removing it without damaging the trim. So, one new piece of trim was added to the bill at £207 plus VAT.

The respray covered the passenger door plus the rear quarter and the rear bumper. Once the workshop got the car back from the paintshop they were unable to get the door handle to sit correctly, so a new door handle gasket was ordered and a few more hours of labour to strip and rebuild the door were added to the bill.

I should add that Craig contacted me each time to explain the issue and get my permission before proceeding with the work. RPM's communication throughout the repair was faultless. I was fully aware of the extra costs and while I wasn't thrilled that it was turning out to be a more expensive job than I originally expected, the most important thing remained getting the car back into perfect condition.

Once the car was back together to RPM's satisfaction, the second job on the list was to flush the brake fluid with race-spec Performance Friction fluid and fit upgraded brake pads in an attempt to resolve the brake feel issues I've mentioned previously. Once again, RPM's communication was excellent, with Craig getting in touch to check if I would be happy with some noise from the brakes with the new pads in place. I wasn't keen; in my opinion, squeaky brakes are for race cars and track day specials, not road cars, and my wife would go crazy every time she drove the car if the brakes squealed when she hit the middle pedal. I did some research online, and the results weren't good – it seems that if you want improved braking performance over the standard pads, you need to be willing to put up with some degree of brake noise. With this in mind, I asked RPM to just replace the brake fluid and leave the standard pads in place, and I'd see if that made any difference first.

Just as I thought I'd get the car back in time for the bank holiday weekend, another problem reared its head; the offside front brake calliper had a seized bleed nipple and the technicians in the workshop were concerned that using too much force to undo it might damage the calliper itself. I gave them the go-ahead to give it a go anyway, but even though they managed to remove the nipple, in doing so the thread in the calliper was damaged. The calliper was re-threaded but wouldn't hold fluid without leaking, so the only thing to do was to replace it. Add one new front brake calliper at £497 plus VAT to the invoice…

I entered into 911 Turbo ownership fully aware that these are expensive cars to maintain, and this has been my first big bill since owning the car. I'm lucky that no-one was hurt in the accident, but I'm also unlucky that I wasn't able to exchange insurance details with the truck driver that hit me and pass on the cost of the repairs to his insurer. As it is, I paid a grand total of £2585 for the bodywork repairs, plus £788 for the brake fluid upgrade and replacement calliper. Throughout the entire process RPM Technik has been exemplary to deal with and I'd like to thank everyone there that worked on my car. Their perfectionism and attention to detail gave me confidence that the repair would be flawless and it really is an exceptional piece of work.

My Porsche war chest might be empty now, but I'm thrilled to have the Turbo back. The journey home from RPM after collecting the car was a rainy, traffic-laden nightmare until the final stretch of dual carriageway. The road was well-sighted, dry and free from traffic, and after six weeks away from the car I needed a hit of acceleration. I'd almost forgotten what full throttle in the Turbo felt like, and as I shifted up from second to third with the turbos on full boost and the flat-six roaring its approval, all the frustrations of the lengthy repair process and the hefty bill fell away. I still love this car.

Martin Spain



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the market place

by Philip Raby



A specialist Porsche dealer and consultant, Philip has been driving and writing about Porsches for over 20 years… @RabyPorsche

First generation Panamera

Big saloon cars depreciate fast, right? Actually, not in the case of the Panamera. Or at least not yet, anyway…

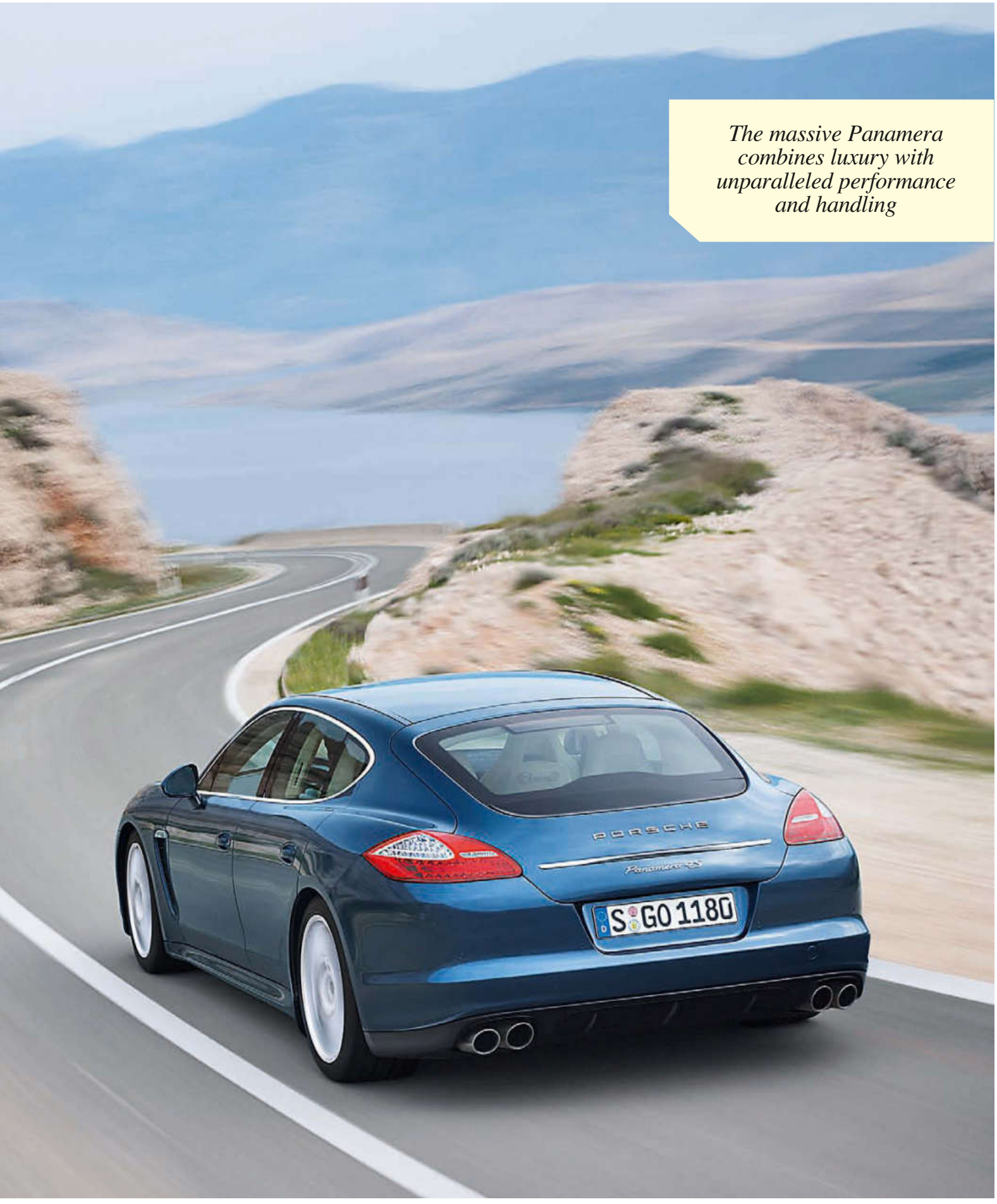
Traditionally, large luxurious saloon cars with big engines plummet in value the moment you drive them out of the showroom, and just a few years down the line are being snapped up for next to nothing by geezers wanting to pose around in something they can't really afford. The argument goes that you have to be wealthy to buy and run a luxury barge whereas buyers in the used market just don't have the wherewithal to keep one on the road, so values drop because no one wants them. I have fond memories of owning a 3500cc Rover SD1 V8 which cost me very little to buy for just that reason.

And, while you still see some serious depreciation today, it's getting better as cars become more efficient and buyers can see the sense of choosing a pre-owned example over a new one. Throw diesels and hybrids into the mix and there's demand for big cars such as Porsche's Panamera.

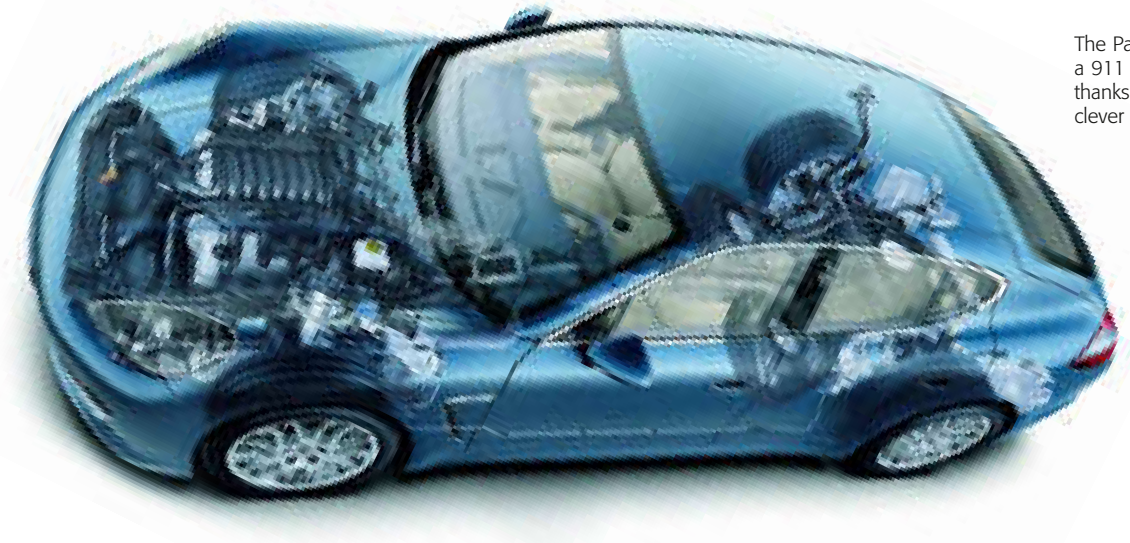
When people talk about Porsches, the Panamera rarely gets a look in and, if it does, the chances are it'll be its controversial looks that get a mention. Which is a shame because Porsche's first large saloon car really is an astonishing machine. Launched in 2009, initially in V8 petrol versions, with hybrid and diesel incarnations following later, the massive Panamera combines luxury with unparalleled performance and handling. It's as close as you'll get to a sports car with four doors and four seats.

What's more, across the range, the Panamera is surprisingly frugal, thanks to Direct Fuel Injection, a seven-speed PDK transmission and start/stop technology. The diesel will happily return almost 40mpg during typical use, while Porsche claims the Hybrid will go as far as 91 miles on a gallon but, in reality, 40mpg is more achievable. The 540hp Turbo S, meanwhile, sups a gallon every 24 miles which is pretty good going for a





The massive Panamera combines luxury with unparalleled performance and handling



The Panamera feels like a 911 in many respects thanks to Porsche's clever engineering…

heavy car with a 4.8-litre V8 engine.

So, although no Panamera is going to be cheap to run in terms of fuel, it will hold its own when put against similar machines from the likes of BMW and Mercedes. Add into the equation the Porsche's continent-eating performance and refinement, plus the relatively low numbers that are sold, and the Panamera also performs well in terms of depreciation.

Indeed, a survey done in 2012 by CAP put the big Porsche in 15th place of its top 20 least-depreciating cars, retaining 56.9 percent of its value after three years or 30,000 miles. The Porsche 997 came in tenth by the way, while the winner was the Audi Q5. The really interesting thing about this survey, though, is that the Panamera was the only luxury saloon in the list – those aforementioned rivals just didn't get a look in.

In reality, depreciation depends on which model you buy, with the thirsty Turbo S losing more the Diesel, while the Hybrid also takes an extra hit, thanks to its initial high price and concerns over its complex technology.

So, in a nutshell, if you're buying a new Panamera and want to minimise depreciation, go for the fuel-efficient Diesel. However, if you're looking for a second-hand deal, a Diesel is going to cost you more so you'll have to weigh up whether or not the extra

Although no Panamera is going to be cheap to run, it performs well in terms of depreciation









While the exterior styling may not be everyone's cup of tea, the interior of the Panamera is sheer Porsche luxury

outlay will be offset against any saving you'll make on running costs.

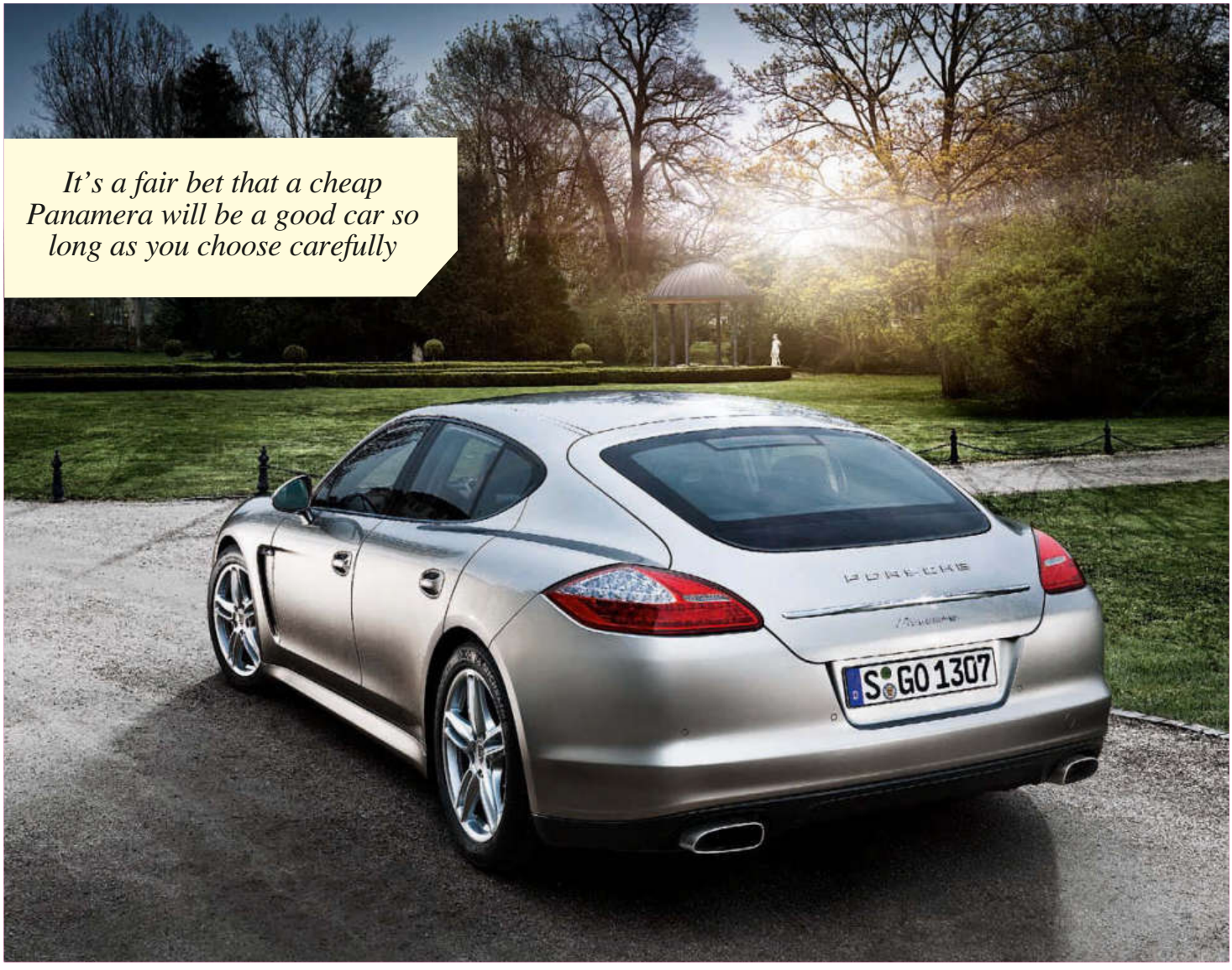
In fact, if you're not planning on doing many miles, a used Turbo can be very tempting, with a relatively low purchase price and outrageous performance. And we're talking 493hp, a 0-62mph time of four seconds and a top speed of 188mph. How much will that set you back on the used market? Well, even with depreciation it won't be cheap – it was over £100,000 new remember – but you can pick up a decent Turbo for under £50,000.

If that's too much for you, don't despair as you can pick up a petrol-engined V6 for a touch under £40,000 and, if you're lucky, you'll find a V8 for similar money. In both cases, still strong money for a car that would have been twice that price five years ago. With just 200 Panameras listed for sale on Pistonheads at the time of writing, it's no wonder that prices are holding up, but it can't last for ever.

As I have already mentioned, traditionally such large saloons drop in value as buyers are scared off by running costs and, despite their relatively frugal engines, an older Panamera is going to get pricey to keep on the road as things like brakes and tyres need replacing. Not only that, there is now a face-lifted version which, arguably, is better looking than the original and that is bound to have an effect on used values.

Just think, the similarly powered Cayenne has been with us for 12 years and you can pick up an early example for as little as £7000. I give it another two years before we see a £20,000 Panamera and another couple before prices hit £10,000. Would such a bargain basement Panamera be nothing but trouble, though? Well, early Cayennes have their foibles but most are fine if they've been maintained properly and, besides, Porsche has improved things since then. Therefore, it's a fair bet that a cheap Panamera will be a good car so long as you choose carefully. I just hope they don't get bought by the aforementioned 'geezers'… ○

It won't be long before we see a £20,000 Panamera, and that is a lot of car for the money…



It's a fair bet that a cheap Panamera will be a good car so long as you choose carefully

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New 911 turbo technology

Jesse Crosse takes a deep dive into the technical details of the new Carrera's mechanicals…

Hot on the heels of last month's column looking at next year's introduction of four-cylinder turbo engines for the Boxster and Cayman, comes Porsche's formal announcement of a new downsized, turbocharged, six-cylinder engine for the 911 Carrera. To buyers, the new 911 represents a power increase of 20hp and fuel consumption improvement of around 4mpg.

The old adage says that what goes around comes around and that's certainly the case here. In 1974, Porsche announced the 260hp flat-six turbocharged engine, one of the first turbocharged engines to be fitted to a mainstream production car. The new Carrera engine is also 3.0-litres but this engine is equipped with twin, variable geometry turbochargers instead of one and it is direct fuel injected rather than port injected. Ten years later the 3.0-litre Porsche turbo engine had grown to 3.3-litres in an upsizing process that's the opposite of what we see today. What is that all about?

Since those early days a lot has changed, not just because technology has improved, but also because the understanding of how to make best use of it has improved as well. The 3.0-litre and 3.3-litre 911 Turbos of the 1970s and 1980s both have a reputation for the immense turbo lag that could catch out the unwary mid-bend, especially in the wet. But along with that lag was a characteristic that is the opposite of modern turbo engines.



Today, modern turbo engines boost at low revs to enhance low- and mid-range torque. Their low-end response and efficiency off-boost are helped by the fact that they have a relatively high compression ratio (the 911 Turbo's is 9.8:1) which is roughly equivalent to that of a 1970s naturally aspirated high performance engine. The compression ratio of those early Turbos was much lower – 6.5:1 for the 3.0-litre and 7.0:1 for the later 3.3-litre. The difference between ancient and modern is to do mainly with two things; engine management and detonation where the fuel detonates in the combustion chamber rather than burning smoothly.

Serious detonation can destroy an engine in milliseconds and it is caused by too high a cylinder pressure for the fuel octane rating or the ignition being too far advanced. Cylinder pressure is dictated by the mechanical compression ratio and also boost, so in a turbo engine, the two are linked.

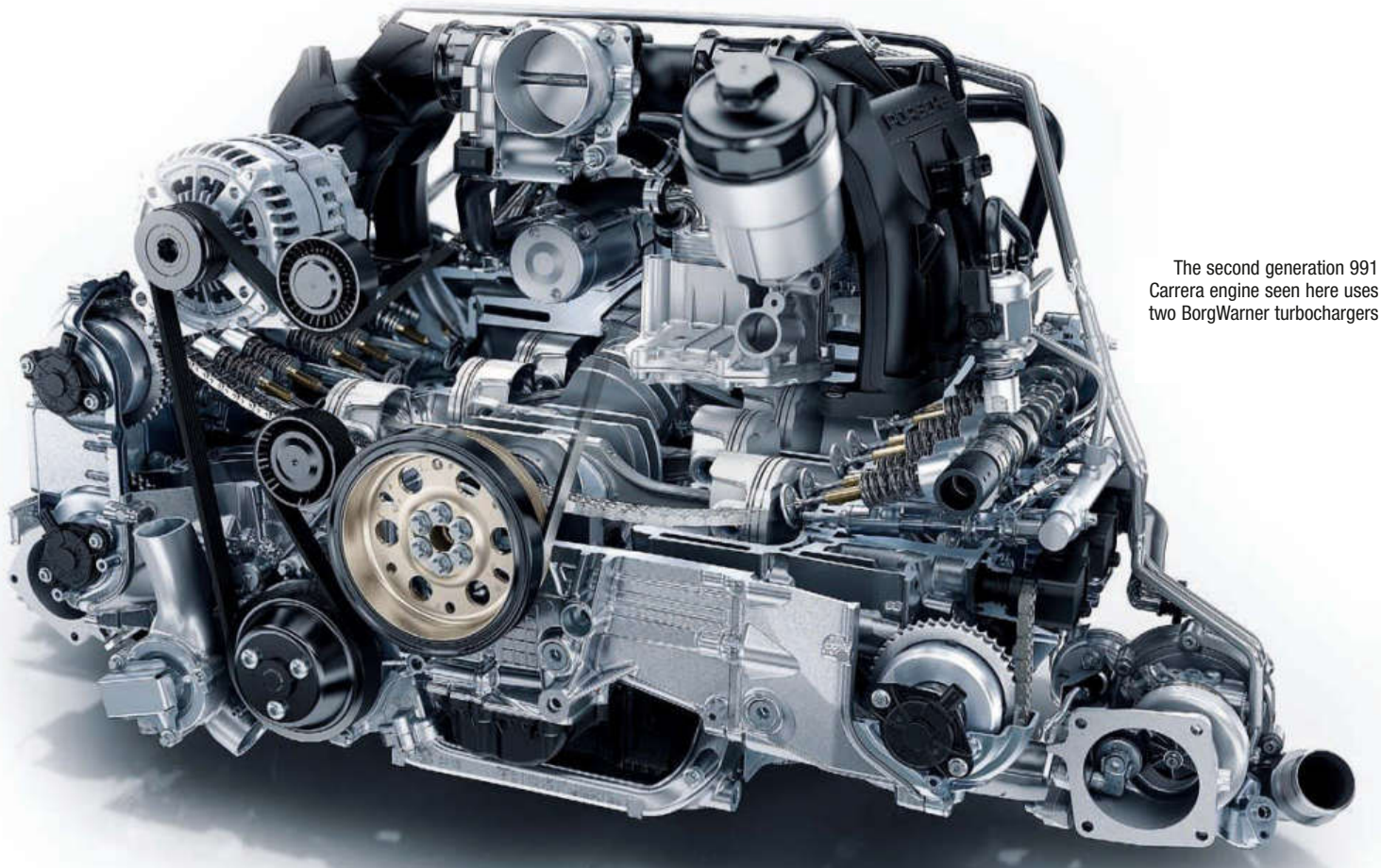
Today's sophisticated, high-speed engine management system can detect the onset of knock (detonation) via a knock sensor on the cylinder block and make adjustments to the engine to nip it in the bud as it happens. Actions it can take include retarding the ignition, adjusting the valve timing or on a turbo engine, reducing the boost in a couple of milliseconds. That technology wasn't available in the 1970s and 1980s and so mechanical compression ratios had to be kept low to accommodate the high cylinder pressures created when the turbo came on boost.

The downside of that low compression ratio was poor performance off boost, something that could be compensated for to a degree by increasing the engine capacity, hence the move from 3.0-litres to 3.3-litres. It was crude but effective, even though the fuel consumption wasn't pretty. But there was another factor that makes the driving experience of an early 911 Turbo completely different to its modern counterpart and that is the turbocharging strategy. The point of fitting a turbocharger to a Porsche engine was to develop high maximum power.

The big Porsche engine needed a lot of air to develop that power which meant using a big KKK turbocharger. Turbochargers were quite crude and the efficiency of both the exhaust-driven turbine and compressor blades was low by modern standards. Drive a 3.3 and you won't experience that delicious, instantaneous low-down punch modern turbo cars deliver. Instead, the boost gauge will stay resolutely planted on the zero mark until just over 3000rpm and then the power arrives when that big blower finally spools up.

In a modern engine things are very different. The 911s get two smaller turbos instead of one big one so the inertia of each turbo is reduced. The internal aerodynamics and the shape of the blades are designed, simulated and optimised in computer software.

Although variable geometry turbochargers often appear on diesels, they are uncommon on petrol engines due to the cost of a mechanism that can withstand the higher exhaust temperatures of a petrol engine. Internal vanes adjust to get the best from the exhaust energy both at low and high engine



The second generation 991 Carrera engine seen here uses two BorgWarner turbochargers



speeds and the combination of all these factors adds up to super fast response.

Today, boost pressure is electronically controlled whereas on the original '70s and '80s cars control was much more basic. On those early cars, a mechanical wastegate contains rubber bellows connected to the air intake tract by a pipe. As pressure builds up the bellows open a valve allowing exhaust to bleed away through its own tiny silencer. Boost pressure is controlled by a spring acting against the bellows. The weaker the spring, the higher the boost. Simple (and by modern standards) and crude though that early system was, it did work and worked well and is surprisingly reliable.

Current generation turbochargers are water-cooled whereas early turbochargers were not and just hung down at the rear of the car grabbing as much airflow as they could. What both new and old cars shared is intercooling to reduce the intake or 'charge' air whose temperature otherwise rises due to pressurisation. The cooler, dense air enables the engine to develop more power and the cooler the intake air, the lower the knock threshold.

Today, lag is pretty much a thing of the past thanks to the twin VTG turbos and the sophistication of the technology, and the use of electronics means the turbocharger's performance can be continually optimised to give the maximum response through manipulation of the internal variable vanes. So do we lament the passing of the naturally aspirated 911? Probably not. Its arrival may spark the same ongoing discussion as air-cooled versus water-cooled but the newcomer should be even more efficient and just as intoxicating to drive ○

Jesse Crosse



Low cost modifications (part 3)

In the third part of our look into affordable alterations, we examine options for the Cayenne

In the first two of these columns on affordable modifications we looked at the 924, 944 and Boxster, but there's more to the Porsche brand than these tiddlers, so what about the Cayenne? Early petrol Cayennes are on sale from around £5000, if you're willing to take on the high mileage and fuel costs and 3.0-litre V6 TDIs are available for somewhere in the mid teens. You get a lot of car for the money; but what if you want a little more from your purchase?

One route you can consider, and one which applies equally to petrol or diesel cars (and indeed other Porsche cars, including later 911s), is remapping the ECU or adding a plug-in 'black box.' The ECU (electronic control module) is the brain which controls every variable parameter in the engine when it is running. In plain speak, that means ignition timing, fuel delivery and if the engine has other more advanced equipment, such as variable camshaft timing, then that too. It also controls turbo boost and controls all settings on the fly to achieve the best economy, power, torque and emissions.

And that's where the remapping comes in. Inside the ECU are a number of maps, each one appearing as a table of figures when opened in the programming software. The ignition map of a motorsport ECU, for example, may have the percentage throttle opening along the X-axis and engine rpm on the Y-axis. Each intersection has a number in it denoting the ignition advance before top dead centre for that particular combination of throttle position and rpm.

The ECU gets its information from sensors (rpm from a crank sensor and throttle position from a throttle position sensor). It's much the same with a fuel map, with the numbers controlling the amount of fuel delivered rather than ignition advance. In a modern road car with a turbocharged engine equipped with a catalytic converter that meets global emissions regulations there will be many maps controlling the engine, getting data from more sensors.

So what do you get if you go for this option? For the 240PS 3.0 TDI a remap or plug-in is claimed to lift power from 240PS to 280PS and torque from 550Nm to 635-640Nm. It is claimed that fuel consumption is improved as well but there is a caveat to that. Power can only be derived from fuel, so if you access the additional power available with the pedal to the metal most of the time, physics dictates that more fuel will be consumed than before the modification. However, in the real world that may not be the case. You may find yourself settling for similar power and torque to that which you had before but at reduced throttle opening. In other words your own average driving style and the way you interact with the new setup could match or improve on the economy you had before.

How the changes are made varies. Some specialists will literally remap your car by loading a different set of maps into the ECU. Some also offer the option of remapping for economy, performance or even specific requirements. The other option is a plug-in box which can be fitted in minutes. These sometimes have the switchable option of a normal and high setting giving two stages of power and torque upgrade. You need to bear in mind that if remapping or adding a plug-in box for any reason you should declare this to the insurance company (and this applies to any modification to a car, however insignificant) and you may invalidate warranties that are still in place.

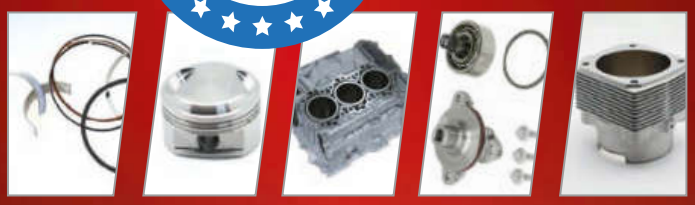
All of this begs the question as to why the power wasn't available in the first place. The answer to that takes us back to those global emissions standards and the need to make a single engine calibration work in different environments with sometimes drastically variable fuel quality. It may also have something to do with the size of the margin the manufacturer wants to leave in relation to durability, which again, takes into account global conditions, not just smooth UK roads in a moderate climate.

There are plenty of tuning companies around offering either remapping or the plug-in solutions for around £250-£500 so you can shop around on the web and find out what's available for your car. Bear in mind the options are reduced for very early Cayennes such as those fitted with VR6 engines. The plug-in solutions can be removed as easily as they are fitted and in some cases can be reprogrammed for much less than the price of a new unit should you change cars ○

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Where from? www.demon-tweeks.co.uk
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TECHART FORMULA IV

How much? £2995 (offer price)
Where from? www.tech9.ms
Independent Porsche specialist Tech 9 Motorsport is offering a special promotion on the latest TECHART wheel style, the Formula IV. The Liverpudlian specialist can supply a set of four 22-inch wheels to suit all Cayenne models for £2995 (inclusive of VAT). The Formula IV wheel design comes in a range of bi-colour options, which means it can be tailored to suit your Porsche. The offer is available while stocks last, so be quick.



MARTINI RACING JACKET

How much? £190
Where from? www.porsche.co.uk/shop
This men's black nylon mix Martini racing jacket is available as part of the Porsche Driver's Selection and it is also part of a range of Martini-liveried products celebrating Porsche's links with the brand. It is made from nylon and high-quality sweatshirt material, and the front and elbows feature nylon sections. Featuring side pockets and a breast pocket, it is 95 percent cotton and 5 percent elastane. The perfect stylish companion this autumn and winter.



1:43 BEST 908/2 FLUNDER

How much? £36
Where from? www.racingmodels.com
This great Best model faithfully reproduces in miniature the Porsche 908/2 Flunder as was entered at Le Mans in 1972 by Christian Poirot and Philippe Farjon. Sadly the team was not classified but this 1:43 model would make a welcome addition to any Porsche model collection. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



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NEXTBASE 512G IN-CAR CAMERA

How much? £179.99
Where from? www.nextbase.co.uk
The In-Car Cam 512G is Nextbase's latest high definition dashboard camera, designed to act as your own independent witness providing evidence for motoring insurance claims. Offering key features that previously were only available on high-end digital camcorders, the 512G features a 16:9 LCD screen, 140-degree wide angle image capture, day and night capability and a Sony lens with an anti-glare polarizer. It also benefits from GPS technology together with speed and motion sensing. Supporting Micro SD cards up to 32GB (not included), it is Windows and Mac compatible, is powered by a 12v cigarette lighter adapter and comes complete with a windscreen mount – so it's literally plug and play. This is a handy piece of technology to have in your Porsche, we found it a highly capable companion when we tested it recently.



GUARDS RED DESIGN WATCH

How much? £198
Where from? www.guardsred-design.com
The RL-72 one-hand watch from Guards Red Design is a beautiful Porsche-style watch designed to replicate the aesthetic of the RS cars of old. The watch face is broken into large hour, medium 15-minute and small 5-minute intervals. The singular hand of the watch is used to tell the hour and approximate minute. With a Swiss movement, the watch measures 43mm, boasts a black case, scratch-resistant sapphire crystal and an anti-reflective underside coating that is water resistant to 10 metres. Black leather or Red silicone straps are available.

PORSCHE GOLF BAG

How much? £250
Where from? www.porsche.co.uk/shop
This golf bag is part of the Porsche Driver's Selection. Made from ultra-light and water-repellent nylon material, it is an eight-inch bag with a stand function, tee holder and seven compartments for valuables and accessories, some featuring a coating for keeping drinks cool. With rain hood and straps, it is also weather resistant with waterproof zips.



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How much? £94.99
Where from? www.demon-tweeks.co.uk
This CTEK START/STOP Battery Charger & Maintainer has been specially designed to provide safe and easy charging and maintenance for vehicles equipped with the new generation start/stop technology, maximising battery lifetimes and reliability. The CTEK item is non-sparking, is reverse polarity protected and short-circuit proof, and comes with a five-year warranty. Better still it is fully automatic, safe and easy to use – just connect it and simply forget.



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PD013K Kit	Yellowstuff highest friction pads and GD sport drilled black Geomet® discs
PD016K Kit	Greenstuff sport pads and BSD blade style slotted black Geomet® discs
PD017K Kit	Redstuff premium fast street pads and BSD blade style slotted black Geomet® discs
PD018K Kit	Yellowstuff highest friction pads and BSD blade style slotted black Geomet® discs
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How much? £12.50
Where from? www.autoglym.com
This new Air-Con Cleaner from Autoglym offers a simple way to completely freshen your car's system, leaving a pleasant citrus smell in the vehicle. The aerosol is used by being placed in the passenger footwell (while the car is running and the air conditioning system on), while a specially angled box ensures that the aerosol sprays directly into the a/c intake. The cap locks down and the aerosol empties in about five minutes, following that the cycle is left to run for a further five before the engine is turned off. Once the car has been left to vent for ten minutes with the doors open, the job is complete.



1:43 ONYX 911 GT3

How much? £18
Where from? www.racingmodels.com
Reduced from £22.50, this nice model of the Hella/Rhenser Porsche 911 GT3 is a rare Onyx model in its original showcase. It depicts the car as it was raced in the 1999 Pirelli Cup by Bernd Maylander, nowadays the driver of the Formula One Safety Car. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



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Porsche Cayenne 3.0 diesel tip
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Porsche 911 (997) Targa "4S" 3.8 tip
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Porsche 911 (997) "2S" 3.8
22,000 miles, (07 - 2007), Basalt black with black leather **£36,000**



Porsche 911 (997) "2S" 3.8
38,000 miles, (07 - 2007), Basalt black with black leather **£36,000**



Porsche 911 (997) "4S" 3.8
55,000 miles, (57 - 2008), Basalt black with black leather **£35,000**



Porsche 911 (997) "4S" 3.8
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47,000 miles, (57 - 2007), Basalt black with black leather **£34,000**



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45,000 miles, (56 - 2006), Basalt black with grey leather **£33,000**

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1:43 SPARK CARRERA RSR

How much? £46
Where from? www.racingmodels.com
Supplied in the regular Spark showcase, this 1:43 scale model depicts the René Mazzia Porsche 911 Carrera RS as driven to 17th place at Le Mans in 1973 by Pierre Mauroy, Marcel Mignot and René Mazzi. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



1:43 SPARK 911S TARGA FLORIO

How much? £46
Where from? www.racingmodels.com
This model depicts the Porsche Systems Engineering Porsche 911S as it appeared when it finished in seventh place (and first in GT 2.0 class) in the 1967 Targa Florio, driven by Bernard Cahier and Jean Claude Killy. A lovely 1:43 model, it comes supplied in a nice Spark showcase. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.

1:18 SPARK 961 4X4 (4WD)

How much? £121
Where from?
www.racingmodels.com
The Works Porsche 961 4x4 (4WD) was raced to seventh place at Le Mans in 1986 by René Metge and Claude Ballot-Léna. This stunning Spark 1:18 scale model faithfully reproduces the car in all its period glory. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



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Porsche 911 1974 Coupe 2.7L Manual Gearbox, LHD, Ice Green Metallic with Black Interior.


Porsche 356 Chesil Speedster 1970 3.0L, Manual Gearbox, RHD, Midnight blue with contrasting red leather.

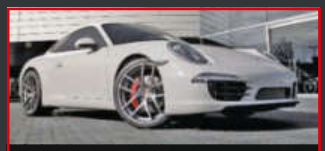

Porsche 911T 1970 Coupe 2.2L Manual Gearbox, LHD, Irish Green with tan leatherette interior.


Porsche 911T 1972 Targa 2.4L Manual Gearbox, LHD, Red with Tan interior is in excellent condition.

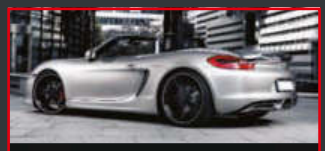

Porsche 912 1968 Targa 'Soft Window', Manual Gearbox, LHD, Irish Green with Black interior.

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GMÜND COUPÉ/356: 1948 – 1964

Two-door, two+two Coupé, Roadster, Speedster. Rear-mounted four-cylinder air-cooled 'boxer' engine.

This is where the Porsche story begins. After the aluminium prototypes and numerous projects for Volkswagen, Dr Porsche gave the go-ahead for his company to relocate from the converted shed in Gmünd to a rented workshop in Stuttgart (owned, incidentally, by Reutter, the coachbuilder responsible for building the 356 body for Porsche). At the 1949 Geneva Auto Salon Porsche displayed a 356 for the first time, with a coupé and drophead model taking the limelight. A makeshift production line was started in the same year.

The following year the 356 was shown to a meeting of Volkswagen main dealers as well as European and overseas importers who promptly placed orders for 37 cars. The first Stuttgart-built 356 rolled off the production line in Easter 1950.

The 500th Porsche was built on 21 March 1961, with the 1000th model arriving just six months later, and when the last 356 was built in 1964 – a 356C convertible – a total of 76,302 examples had been built.

The arrival of the 356 also signalled Porsche's first forays into motorsport. Dr Porsche's cousin, Herbert Kaes, is thought to be the first to compete in a Porsche car when he took an early 356 and entered it in a race around the streets of Innsbruck, Austria on 11 July, 1948. Kaes and the Porsche won their class, obviously. The first recognised 'factory' victory came in 1951 in the 24 Heures du Mans (where else!) when Porsche's French importer, Auguste Veuillet, convinced Dr Porsche that by entering a car into the twice-round the clock race it would result in a big boost in sales and Porsche's global awareness. Veuillet, along with his co-driver Edmund Mouche, won their class in the 1100cc 356. The rest, as they say, is history.

Today the 356 enjoys the status of a genuine classic car. Collectors and enthusiasts alike have seen that the majority of examples have been meticulously restored and maintained and this is reflected in the values they are reaching on the classic car market. Demand for all models and variants is high with the Carrera models some of the most sought after.



356

Dimensions: *Wheelbase (mm): 2100 – Length (mm): between 3850 (1950) and 4010 (1959). Width (mm): 1660*

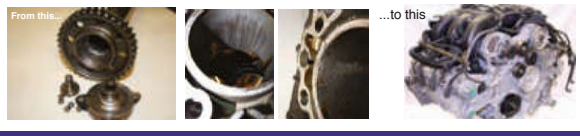
1948 to 1949: *Gmünd Coupés:– the 356's predecessor was first produced in July 1948. The aluminium-bodied Gmünd Coupés used virtually all VW mechanicals from a four-speed gearbox to torsion bar suspension, and, of course, the Beetle-derived 40hp flat-four engine complete with twin Solex down-draught carburettors and 7.0:1 compression ratio. Drum brakes were fitted all-round.*

1950: *'Pre-A' 356:– Following the move to Stuttgart, the 356's integral body was made of steel and the design given a higher waistline than Gmünd Coupés, with the distinctive V-shaped roof to accommodate its split-screen. The 1.1-litre engine now produced 40hp and, along with the other engines offered after 1952, was mated with Porsche's own four-speed gearbox.* ***1951:*** *1300cc and 1500cc (60hp) engines introduced.* ***1952:*** *Split-screen front windscreen replaced with single piece window; bumpers mounted higher and further forward from body; rectangular rear taillights replaced with circular items. 1500cc engine loses 5hp but is more refined and was the first engine to feature the 'Alfinger' crankshaft. 1500 S (70hp) engine introduced. Fully synchronised gearbox fitted across the range.* ***1955:*** *356A:– New engines and suspension altered. New curved 'V-screen' does away with the need to split the screen, vinyl replaces cloth inside. New dash, combined ignition/starter. New gearbox in 1957. Four Cam Carreras launched at the 1955 Frankfurt Motor Show, these engines were directly derived from racing technology, with GT-denoted models aimed specifically at motorsport. They were dry sumped, had reduced compression ratios and revved much higher. The bodies around them were lightweight, making them very potent on the road for their day.* ***1959:*** *356B:– 90hp 1600 introduced for Super 90 which gets 'compensating rear springs' to improve handling. Changes to bumper position, headlamps and numerous interior details.* ***1961:*** *Larger rear window and engine cover with twin air intakes introduced, electric sliding roof optional; 1600 S engine gets four-ring pistons, S-90 gets modified flywheel. 130hp Carrera 2 announced (introduced in 1962), featuring Porsche-designed disc brakes.* ***1963:*** *356C:– Reworked engines, clutch from Super fitted to 75 and 95hp models, disc brakes introduced all-round, rear compensating spring special order only, no external changes but there was a rethink of the interior details.* ***1964:*** *Porsche takes control of Reutter and 356 C introduced, Roadster dropped from the line-up.*

MODEL	MODEL YEAR	WEIGHT	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Gmünd Coupés	1948 to '50	605	1086	35-40	50	23.0	80
'Pre-A' 356							
1100	1950 to '54	745	1086	40	51	23.5	87
1300	1951 to '54	810	1286	44	59	22.0	90
1300A	1954	830	1286	44	51	22.0	90
1300S	1953 to '54	830	1290	60	64	17.0	99
1500	1951 to '52	830	1488	60	75	15.5	105
1500	1953 to '55	830	1488	55	77	16.5	96
1500S	1952 to '55	830	1488	70	80	13.5	108
356A							
1300	1955 to '57	860	1290	44	60	22.0	90
1300S	1955 to '57	900	1290	60	65	17.0	99
1500GS Carrera	1955 to '58	835	1498	100	88	12.0	124
1600	1955 to '59	835	1582	60	81	16.5	99
1600S	1955 to '59	835	1582	75	86	14.5	108
1600GS Carrera	1958 to '59	835	1587	105	89	11.0	124
356B							
1600	1959 to '63	905	1582	60	81	16.5	96
1600S	1959 to '62	925	1582	75	86	15.0	108
1600S	1960 to '63	925	1582	90	89	13.5	112
1600S	1961 to '63	935	1582	75	86	15.0	108
1600GS Carrera GT	1959 to '61	890	1588	115	99	10.5	124
Carrera 2	1962 to '64	890	1966	155	144	9.0	124
356C							
1600C	1963 to '65	935	1582	75	89	14	109
1600SC	1963 to '65	935	1582	95	90	13	116
2000GS	1962 to '64	935	1966	130	119	9.0	124

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911 (1964 – 1989)

(Zero) 0-Series – 1963 to 1966: *'64 to '66 Model Year – Wheelbase (mm): 2211 Length/Width (mm): 4163/1610 –* ***Significant developments:*** *911 (very briefly 901) first shown at 1963 Frankfurt Motorshow, went on sale in 1964 with six-cylinder 2.0-litre engine. Targa announced in 1965 and goes on sale 12 months later. Weighs 50 kilos more than coupé*

MODEL	MODEL YEAR	WEIGHT(kg)	ENGINE (cc)	Hp	TORQUE (lb ft)	0-60*	MPH
901	1963	1080	1991	130	119	8.5*	131
911	1964	1040	1991	130	120	8.3*	130
911	1965 to '67	1080	1991	130	128	8.3*	130

A-Series – 1966 to 1968: *1967 Model Year –* ***Significant developments:*** *160hp 911S introduced, as are 5.5-in tyres. 911L had vented discs taken from 911S. Four-speed Sportmatic introduced in 1967. All models available as Targa, glass window replaces plastic item from 1968.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911L	1353/1321	1075	1991	130	130	10.6*	131
911T	1353/1321	1080	1991	110	116	8.3	124
911	1353/1321	1080	1991	130	128	9.1	130
911S	1353/1321	1080	1991	160	132	8.0*	137

A-Series – 1967 to 1969: *1968/69 Model Year –* ***Significant developments:*** *Wheelbase extended by 57mm to enhance handling, single battery replaced with twin 35amp alternatives in front luggage compartment to keep front end more securely planted and enhance handling. S and E both have mechanical Bosch fuel injection, 911T introduced, 'E' model replaces 'L'.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1353/1321	1075	1991	110	115	8.3	124
911E	1353/1321	1020	1991	140	129	8.4	134
911S	1353/1321	995	1991	170	135	8.0*	137

C-Series – 1969 to 1970: *1970 Model Year –* ***Significant developments:*** *Increase in bore from 80 to 84mm raises engine capacity to 2.2-litres. Aluminium crankcase replaces magnesium alloy item. 225mm clutch introduced. Sportmatic no longer an option on 911S. Front upper strut attachment points moved forward 14mm.*

D-Series – 1970 to 1971: *1971 Model Year –* ***Significant developments:*** *PVC-coated, galvanised underfloor areas introduced. Tweaks to injection and ignition required to meet new European emission laws.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1362/1343	1020	2195	125	131	9.5	127
911E	1372/1354	1020	2195	155	141	7.6*	137
911S	1372/1354	1020	2195	180	147	7.0	138

E-Series – 1971 to 1972: *1972 Model Year –* ***Significant developments:*** *Engine stroke increased to 70.4mm giving 2.4-litre capacity. Compression ratio dropped to allow use of regular petrol. Gearbox uprated to cope with increased torque. External oil filler cap located between door and rear wheel. All models supplied with Fuchs wheels.*

F-Series – 1972 to 1973: *1973 Model Year – Wheelbase (mm): 2271 Length/Width (mm): 4127 (RS 4147)/1610 –* ***Significant developments:*** *External oil filler removed due to customer confusion at the petrol pumps. Chin spoiler introduced on S to reduce front end lift (option on T and E) and greater variance in standard wheels. 2.7 Carrera RS is first to be fitted with duck-tail rear wing.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1360/1342	1050	2341	130	144	8.1	127
911E	1372/1354	1050	2341	165	151	7.9	138
911S	1372/1354	1050	2341	190	158	6.6	144
Carrera RS	1372/1394	975	2687	210	188	5.8	152

G-Series – 1973 to 1974: *1974 Model Year – Wheelbase (mm): 2271 Length/Width (mm): 4291/1610 (Carrera 1652) –* ***Significant developments:*** *Shock absorbing bumpers introduced as a result of US legislation. Range-topping Carrera model came with 'black look' trim and 210hp.*

H-Series – 1974 to 1975: *1975 Model Year –* ***Significant developments:*** *Turbo introduced early '75 with four-speed gearbox and higher spec. Duck-tail replaced by whale-tail on Carrera models. Silver Anniversary model launched, 1063 sold.*

MODEL:	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911	1360/1342	1075	2687	150	173	7.9*	131
911 S	1360/1342	1075	2687	175	188	6.1*	142
911 Carrera	1372/1354	1120	2687	210	188	6.3	150



911: 1963 – 1989

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, four- and five-speed manual and four-speed Sportmatic gearbox.

For some a real 911 is an air-cooled 911, and some of the greatest examples are from this period. Two of the most iconic 911s ever produced – the 2.7 Carrera RS and 3.0 Turbo – arrived on the scene during this time and Porsche also gave us the sublime 1970 2.2 S. Bosch K-Jetronic fuel injection was introduced (1976) and the first 911 Cabriolets (1983) arrived in showrooms. The 3.2 Carrera fed the Yuppie boom (1983) and the Carrera Club Sport (1988) was the first lightweight 911 special since the original Carrera RS some 15 years earlier.

On its arrival the original 911, or 901 as Porsche had first intended calling it until the French manufacturer Peugeot pointed out that they owned the trademark to model designations with an '0' in the middle, was a huge leap forward from the company's original four-cylinder 356. With its 2.0-litre flat-six, five-speed gearbox, independent suspension and disc brakes the new 2+2 sports car was quickly snapped up when it first appeared at the 1963 Frankfurt Motor Show.

A seemingly continuous development programme saw the 911 evolve at a pace. The Targa model was launched in 1965 in anticipation of US legislation that would ban fully convertible cars (it never happened, but the Targa proved a popular choice with its distinctive brushed stainless steel rollover hoop and zip-out plastic rear window). More power (160hp) and larger wheels (5.5-inches) arrived 12 months later, as did ventilated discs and a four-speed Sportmatic gearbox. The Targa's plastic rear window was replaced with a more conventional glass item in 1968.

The start of the next decade saw the flat-six's capacity grow to 2.2-litres and gave us the sublime 2.2 S and a chunky 180hp (190hp in 1973). Measures were also taken to prolong the life of the 911 with PVC and galvanised floors both introduced, and the legendary Fuchs wheels became available across the range.

1973 was the year every 911 aficionado has indelibly inked on their mind: the 2.7 Carrera RS arrived. 975 kilos, 210hp, aluminium bodywork, lightweight glass and the infamous duck-tail spoiler signified the most focused, driver-orientated production 911 to date. Rarer R and S/T racing models had come and gone, but this was the first performance-orientated 911 road car to be sold through the dealer network. A legend was born.

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Not content with blowing the minds of its faithful customers with its first RS road car, Porsche unveiled its concept for a new, more powerful, luxury-orientated version of the 911 at the 1974 Paris Motor Show – the 911 Turbo.

With a 3.0-litre flat-six motor and a single KKK turbocharger the new model produced 260hp delivered to the rear wheels via a four-speed manual gearbox. With a 0-62mph time of just 5.5 seconds and a 155mph maximum speed it was the fastest, most powerful Porsche road car to date, and its arrival coincided with the oil crisis.

With its flared rear-wheel arches, deeper front and whale-tail rear spoiler it was far from subtle, but Porsche's customers loved it and nearly 3000 were built. In 1978 it gained a bigger, 3.3-litre engine and more power (now 300hp), could crack 160mph and would continue in production until 1989.

Porsche also offered as a 911 Turbo Cabriolet and Targa model from 1987-88, as well as the 330hp 'slant-nose' coupé from 1983 through to 1989. And if you wanted the show without the go you could order Turbo-look Coupés, Cabriolets, Targas and Speedsters. Has there ever been a more blatant example of the excesses of the '80s?



During the 1980s Porsche hit upon a winning formula for its rear-engined sports cars, despite the best attempts by various management boards to try and kill it off.

As engine capacity rose from 2.2-, through 2.4-, 2.7-, 3.0- and finally 3.2-litres, so did the power and performance of the numerous models and variants introduced. The first 911 Cabriolet arrived on the scene in 1983, and before this a whole of host models had come and gone: the 2.4S became the Carrera in 1974 with 2.7-litres and 210hp, and the 3.0 Carrera in '76 with 200hp (US emissions laws had strangled the flat-six a bit). The 3.0 SC arrived in 1978 with a feeble 180hp but redeemed itself in 1981 with the new 3.0 SC arriving with 204hp.

In 1984 Porsche delivered its latest 911: the 3.2 Carrera. With 231hp, a 6.1 second 0-62mph and a 151mph maximum speed the 911 was back on track. In 1987 the somewhat wayward 915 transmission was replaced with a slick Getrag G50 'box and this generation 911 saw out its final years able to hold its head high and compete with the more youthful opposition.

930 Turbo	1432/1500	1140	2993	260	253	6.0*	155

I-Series – 1975 to 1976: *1976MY – **Significant developments:** Bodies now zinc-coated, galvanised steel. Bosch K-Jetronic fitted to all models. Sportmatic now only three-speed, not four.*

J-Series – 1976 to 1977: *1977MY – Wheelbase (mm): 2271, Length/Width (mm): 4291 (Turbo 4318)/1610 (Carrera 3.0 1652, Turbo 1829) – **Significant developments:** Sportmatic cars get brake servo assistance. 'Black-look' trim standard on Targas.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911	1360/1342	1120	2687	165	176	7.8	135
Carrera 3.0	1372/1354	1075	2994	200	188	6.3	150
930 Turbo	1432/1500	1195	2993	260	253	6.0*	155

K and L-Series (the SC) – 1977 to 1979: *'78 to '79MY – **Significant developments:** Super Carrera combined old 911 and Carrera with 3.0-litre engine, all had servo-assisted brakes. Turbo 3.3-litre engine equipped with intercooler and tea-tray spoiler replaces whale-tail. **SC (New A-Series) – 1979 to 1980:** 1980MY – **Significant developments:** Revised ignition and camshaft timing results in 188hp SC model. Turbo gets twin-exit exhaust.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 SC	1369/1379	1210	2994	188	188	7.0	141
930 Turbo	1432/1500	1300	3299	300	304	5.1*	162

SC (New B-Series) – 1980 to 1981: *1981MY – **Significant developments:** First year of 17-digit international chassis number. SC now runs on 98RON fuel. **SC (New C-Series) – 1981 to 1982:** 1982MY – **Significant developments:** Limited edition 'Ferry Porsche' model goes on sale. Tea-tray spoiler option available for SC. **SC (New D-Series) – 1982 to 1983:** 1983MY – **Significant developments:** Cabrio rushed into production and launched following successful design study.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 SC	1369/1379	1210	2994	204	189	5.7*	146
930 Turbo	1432/1500	1300	3299	300	304	5.1*	162

Carrera (New E-Series) – 1983 to 1984: *1984MY – Wheelbase (mm): 2271 Length/Width (mm): 4291 (Turbo 4318)/1610 (Turbo) **Significant developments:** Carrera replaces SC. Engine capacity climbs to 3164cc, Digital Motor Electronic engine management introduced as was the engine oil-fed chain tensioner. Turbo-look option ads 50 kilos and increases drag.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
911 SC RS	1398/1405	960	2994	255	184	5.0	159
930 Turbo	1432/1500	1300	3299	300	319	5.1*	162

Carrera New F-Series – 1984 to 1985: *1985MY – **Significant developments:** Carrera available with catalytic converter. Four-spoke steering wheel standard. **Carrera New G-Series – 1985 to 1986:** 1986MY – **Significant developments:** Sport seats now a no-cost option. Turbo-look track 1434mm front/1526mm rear.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
930 Turbo	1432/1500	1300	3299	300	319	5.1*	162

Carrera New H-Series – 1986 to 1987: *1987MY – **Significant developments:** Targa and Cabrio models available with Turbo engine. Slant-nose becomes an option. 915 transmission replaced by Getrag-built G50. Power hood standard on Cabrio. **Carrera New J-Series – 1987 to 1988:** 1988MY – **Significant developments:** Celebration anniversary model available. Club Sport model weighed 50 kilos less, blueprinted engine pushed power to around 241hp. **Carrera New K-Series – 1988 to 1989:** 1989MY – **Significant developments:** 16-inch wheels now standard. Speedster introduced and available with either Turbo-look or flat-nose bodies.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
Club Sport	1398/1405	1160	3164	231	209	5.6*	156
930 Turbo	1434/1526	1300	3299	300	319	5.1*	162

964 (1989 – 1993)

1988 to 1989: *1989MY – Wheelbase (mm): 2271 Length/Width (mm): 4250/1651 – **Significant developments:** Launched in January 1989 with a new flat-six engine, suspension, brakes and numerous body parts, Porsche claim only 13 per cent carry over parts from predecessor. Carrera 4 split torque 31/69 front to rear. All wheel ABS and power steering standard, catalyst introduced. **1989 to 1990:** 1990MY – **Significant developments:** All pre-964 models now deleted. Carrera 2 introduced, Targa and Cabrio available for both Carrera 2 and Carrera 4 models. Tiptronic available on C2. Both Cabrio and Targa 50 kilos heavier than coupé equivalents. **1990 to***

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911 (964): 1989 – 1993

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, rear and four-wheel drive. For a company that had very little left in the piggy bank and suffering from an economic and sales downturn, Porsche's engineers pulled off a remarkable achievement when developing the 964-series 911.

This latest 911 was '87 per cent new' over the model it replaced, and the big news surrounding the 964 was the increased capacity flat-six and the introduction of a four-wheel drive transmission. This resulted in the gearbox and rear final drive having two electronically-controlled wet clutches, limiting slip in both the centre and rear differentials. A torque tube connected the centre and front diffs. The torque split was 31:60 front-to-rear.

Joining the new C4 was a Carrera 2 Coupé, Cabriolet and Targa models, three Turbo variants: 320hp 3.3-litre, 360hp 3.6-litre, and a limited run 381hp Turbo S. The stripped-out 964 RS and limited run 3.8 RS were available from 1992.

Overlooked by many, the 964 offers an affordable entry into classic 911 ownership, although they require regular maintenance and some TLC.



911 (993): 1993 – 1996

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, rear- and four-wheel drive. Argued by many to be the most beautiful 911 design of all, the 993-series cars are also the best engineered and, for many purists, the pinnacle of the model's achievement.

The last of the air-cooled 911s had it all: pace, grace and, for once, a bit of space. The entry-level Carrera 2 was all you ever really needed, but who could resist the appeal of the Carrera RS or, for the first time, the all-wheel drive, twin-turbocharged Turbo? For the seriously brave there was the GT2 and those after the Turbo look without the go could always opt for the Carrera 2S and 4S.

The 993 also saw the introduction of VarioRam (in 1996). This controlled the length of the engine's induction tracts, and at low and medium engine speeds longer tracts provided a fuller torque curve, while at higher engine speeds the shorter induction length delivered higher peak power outputs.

1991: *1991MY – **Significant developments:** Rear drive, 3.3-litre 320hp 964 Turbo introduced complete with 'Cup' design mirrors.* ***1991 to 1992:*** *1992MY – **Significant developments:** Stripped-out Carrera 2 RS launched – the first RS since 2.7 Carrera RS in 1973 – and proves a hit for those who like their 911s raw. 381hp Turbo S model available to order (80 built).* ***1992 to 1993:*** *1993MY – **Significant developments:** Speedster introduced, rear-wheel drive only and based on Cabriolet for US market. 3.6 Turbo production begins in Jan 1993.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1379/1374	1350/1450	3600	250	228	5.7	162
Carrera 2 RS	1379/1380	1250	3600	260	240	5.3	162
Turbo	1442/1448	1470	3299	320	332	5.0	168
3.8 RS	1440/1481	1210	3746	300	266	4.9	168
Turbo 3.6	1442/1448	1470	3600	360	383	4.8	175

993 (1993 – 1998)

1993 to 1994: *1994 Model Year – Wheelbase (mm): 2272 Length/Width (mm): 4245/1735 (Carrera 4S and Turbo 1795mm) – **Significant developments:** 993 production begins in Jan 1994. Internal engine upgrades increase power and torque. Multi-link rear suspension is one of the biggest developments in the 911's history and transforms 993 into a more driver friendly sports cars. Four-piston brake callipers standard front and rear. Two- and four-wheel drive offered across the range in either Coupé or Cabriolet guise.* ***1994 to 1995:*** *1995MY – **Significant developments:** Carrera RS introduced as is redesigned, all-wheel drive system for Carrera and Tiptronic S with steering wheel-mounted shift controls for automatic gearbox. New 408hp four-wheel drive, twin-turbocharged 911 Turbo is launched and includes a six-speed gearbox and hollow spoked alloy wheels.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1405/1444	1370/1420	3600	272	243	5.6/5.3	168/162
Carrera RS	1413/1452	1270	3746	300	262	5.0	172
Turbo	1411/1504	1500	3600	408	398	4.5	180

1995 to 1996: *1996MY – **Significant developments:** VarioCam engines announced and up both power and torque; revolutionary sliding glass-roofed Targa introduced. Lightweight, 430hp, rear-wheel drive, homologation special GT2 launched. It's the most powerful and fastest 911 production road car ever built.* ***1996 to 1997:*** *1997MY – **Significant developments:** 430hp Turbo S offered as run-out model with 450hp factory engine upgrade also available. Turbo-bodied Carrera 2S built alongside Carrera 4S, but two-wheel drive obviously. It's the last rear-wheel drive, air-cooled 911.* ***1997 to 1998:*** *1998MY – **Significant developments:** An end of an era. Production of the all-wheel drive Carrera 4 and Turbo continues until July 1998 but when the last car finally rolls off the production line (a Carrera 4S) it marks the end of air-cooled 911 production after 35 years. The purists aren't happy, but it signifies a new dawn for Porsche.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1405/1444	1370/1420	3600	285	251	5.2	172
Carrera 2S/4S	1411/1504	1450	3600	285	251	5.2	172
Turbo	1411/1504	1500	3600	408	398	4.5	180
GT2	1475/1550	1290	3600	430	398	4.0	184
Turbo S	1411/1504	1500	3600	430	398	4.3	185

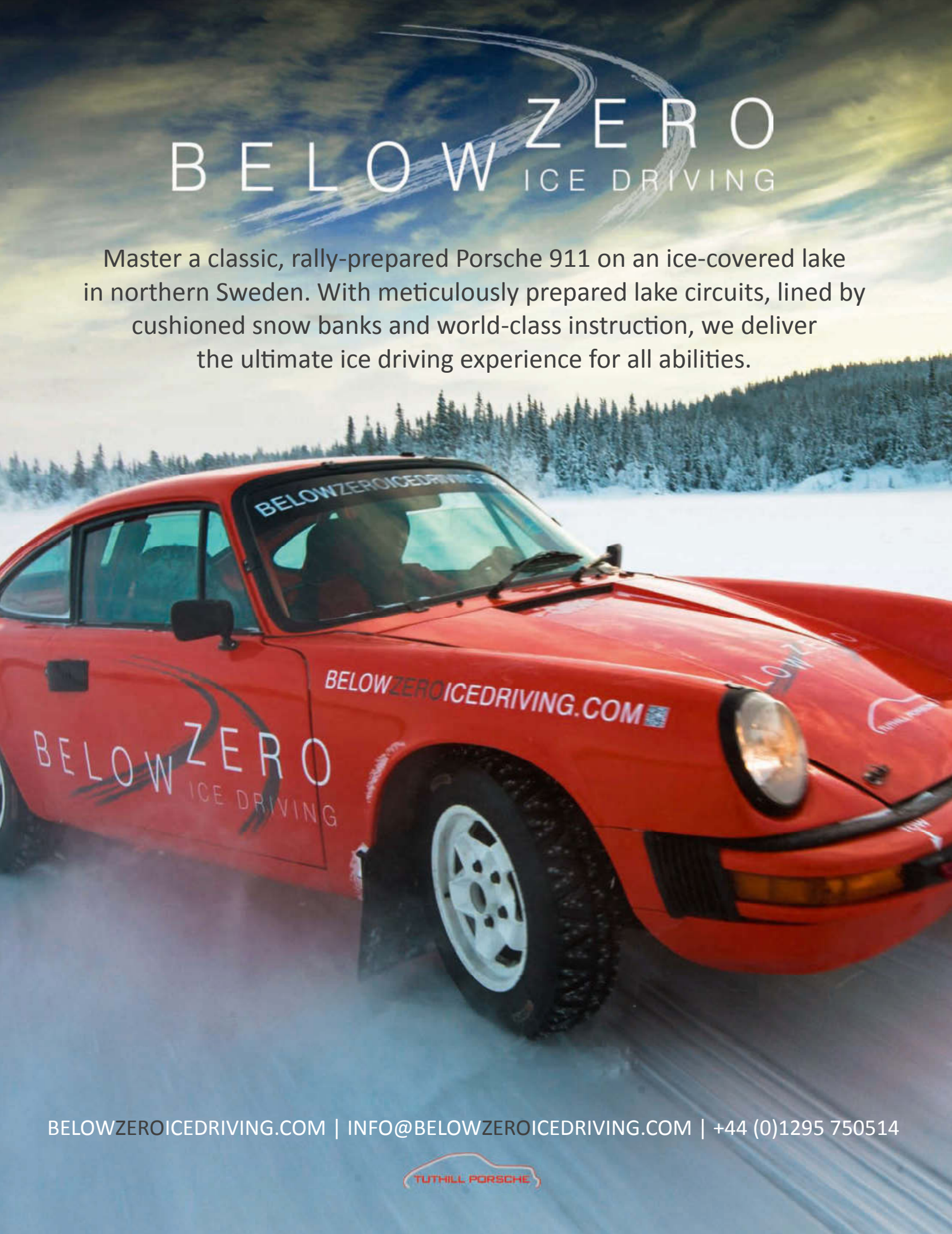
996 (1997 – 2004)

1997 to 1998: *1998 Model Year – Wheelbase (mm): 2350 Length/Width (mm): 4430 (Turbo & GT2 4435)/1765 (Turbo & GT2 1830) – **Significant developments:** All-new water-cooled, 3.4-litre VarioCam six-cylinder 'boxer' engines. Rear-wheel drive, six-speed manual transmission or five-speed Tiptronic S at extra cost. Traction control also available. Four-wheel drive Carrera 4 introduced at the end of the year along with Porsche Stability Management (PSM).* ***1998 to 1999:*** *1999MY – stripped-out, 360hp GT3 introduced. GT1-based engine helps create most focused 996 to date. Additional cooling for radiator, gearbox and engine account for extra weight over standard Carrera 2. Available in 'Comfort' or 'Club Sport' trim, breaks Nürburgring Nordschleife lap record for a production car (8mins 03sec).* ***1999 to 2000:*** *2000MY – the new 911 Turbo arrives. Twin-turbocharged, water-cooled flat-six with VarioCam Plus develops 416hp through four-wheel drive chassis. First 911 Turbo available with Tiptronic S.* ***996 – 2000 to 2001:*** *2001MY – GT2 returns with 462hp, rear-wheel drive, Porsche Ceramic Composite Brakes and no PSM! Breaks production car lap record at the Nordschleife (7min 46sec).*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
Carrera 2/4	1455/1500	1320/1430	3387	300	258	5.2	174
GT3	1475/1495	1350	3600	360	273	4.8	188
Turbo	1465/1522	1549	3600	416	413	4.2	190
GT2	1485/1520	1440	3600	462	457	4.1	197

New 996 – 2001 to date: *2002MY – **Significant developments:** Second-generation 996 introduced. Engine capacity grows to 3.6-litres, power increase to 316hp. Turbo's trip computer standard across range, as are*

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996: 1997 – 2005

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted six-cylinder water-cooled 'boxer' engine. A water-cooled engine in a 911! Whatever next? Once the purists had calmed down, beneath the 996's slightly frumpy looks is one of the greatest cars of our time.

Carrera 2 is all you ever actually need, but the four-wheel drive Carrera 4 and Carrera 4S are unstoppable. The latter, with its Turbo sourced brakes, suspension and bodywork is possibly the best value 911 Porsche has ever built. The 416hp, four-wheel drive Turbo is a contender for the greatest supercar ever built, and swept aside all in its way during its time on the price list. The 462hp GT2 was deemed a tad excessive for most on the road, and didn't enjoy the kudos of its predecessor, nor that of the 911 GT3. This stripped-out 911 was as close to a 911 RS you could get without actually calling it such. One of the most rewarding 911s when it was new, it's still a favourite amongst the purists but subsequent evolutions are better still. GT3 RS was further honed for the track, compromised for the road. The Targa featured the now traditional opening rear glass hatch, while the Cabriolet was perfectly at home in Miami.



997: 2004 – 2012

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted 3.6- and 3.8-litre six-cylinder, water-cooled 'boxer' engine. Evolution not revolution, second-generation water-cooled 911 has a hint of 993 look about it. A 321hp Carrera or 355hp Carrera S. PASM as standard on Carrera S. Interior quality improved over 996. Turbo and GT3 models even better than their predecessors, the Turbo model introduces Variable Turbine Geometry and Porsche Traction Managment, the GT3 gets traction control. At 530hp and 204mph, the 997 GT2 is the most powerful and fastest 911 to date.

With the introduction of the Gen 2 997 Porsche offers its greenest car to-date. The heavily revised DFI flat-six now has no intermediate shaft, so should prove more reliable. PDK system is a revelation. Model expansion is greater than with any other 911; Porsche offers a Carrera, Targa, Turbo and GT models Porsche plus four special models, too: the GT2 RS, GT3 RS 4.0, Sport Classic and Speedster.

Of the 22 models only four aren't available with PDK (Sport Classic, GT3, GT3 RS, and GT2 RS and GT3 RS RS 4.0-litre), two models are only available with the seven-speed double-clutch unit (Turbo S and Speedster). Only five models are offered with a narrow body (Carrera and Carrera S – coupé and cabriolets – and the GT3) with the rest of the range all using the wider body first introduced with the four-wheel drive models. Twelve Coupés, seven Cabriolets, two Targas and a Speedster body are available. Three different size of brakes are fitted, one of which is made from ceramic composite material, two suspension systems are available (passive and active – PASM), with five different front and rear track widths also used. Four different engines are offered. Final GTS model is the pick of the bunch.

Turbo headlights. Cup holders fitted for first time. New Carrera 4S introduced with Turbo brakes, suspension and wide-body. 996 Targa model launched with retractable sliding glass roof. ***996 2003 to 2004:*** *2003MY –* ***Significant developments:*** *GT3 returns with 381hp while the GT3 RS has the same power but weighs 20 kilos less thanks to carbon fibre body panels and a plastic rear window. Turbo and Carrera 4S launched as a Cabriolet models, GT2 gets power hike to 483hp. 0-62mph time drops to 4.0 seconds, top speed climbs to 198mph.* ***996 – 2005:*** *2005MY –* ***Significant developments:*** *The 911 Turbo S makes a return and signals the beginning of the end for the 996. 450hp and PCCB come as standard.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1465/1500	1345/1405	3596	316	273	5.0	178
Targa	1465/1500	1415	3596	316	273	5.2	177
Carrera 4S	1472/1528	1470	3596	316	273	5.1	173
Turbo	1472/1528	1540	3600	414	413	4.2	190
Turbo S	1472/1528	1549	3600	450	457	4.1	190
GT3	1485/1495	1380	3600	381	284	4.5	191
GT3 RS	1485/1495	1360	3600	381	284	4.4	190
GT2	1495/1520	1420	3600	483	457	4.0	198

997 (2004 – 2008)

2004: *2005 Model Year – Wheelbase (mm): 2350; Length/Width (mm): 4427/1808; Height (mm) 1310/1300 (Carrera/Carrera S) –* ***Significant developments:*** *3.6-litre 321hp, and 3.8-litre 355hp, water-cooled flat-six engines for Carrera and Carrera S respectively. New six-speed manual gearbox standard on both models, Porsche Active Suspension Management (PASM) standard on Carrera S – lowers car by 10mm, cost-option on Carrera. 19-inch alloy wheels standard for Carrera S.* ***2005:*** *2005MY – Carrera 4 and Carrera 4S launched. Engines as Carrera and Carrera S respectively, rear body widened by 44mm, PSM now equipped with 'pre-filling' brake system to quicken responses.* ***2006:*** *911 Turbo and GT3 launched. The former features Variable Turbine Geometry, Porsche Traction Management and 480hp. The third-generation GT3 is the best all-rounder yet. PASM fitted as standard, as is a 415hp 3.6-litre flat-six engine and traction control. 911 Targa 4 and 4S launched based on the wider Carrera 4/4S shell and feature the full length glass sliding roof. GT3 RS launched. Same power as a GT3 but 20 kilos lighter and unique aero pack.* ***2007****: 997 Turbo Cabriolet launched, followed by the new 911 GT2 with 530hp, rear-wheel drive, traction and stability control, and launch control. 204mph claimed maximum.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-60	TOP SPEED (mph)
Carrera	1486/1529	1395	3596	321	273	5.0	177
Carrera S (Pkit)	1486/1511	1420	3824	355	295	4.4 (4.4)	182
Carrera 4	1488/1548	1450	3596	321	273	5.1	174
Carrera 4S (Pkit)	1488/1548	1475	3824	355	295	4.8 (4.7)	179
Targa 4	1488/1548	1510	3596	321	273	5.3	174
Targa 4S	1488/1548	1535	3824	355	295	4.9	179
GT3	1486/1511	1395	3600	415	298	4.3	192
Turbo	1490/1548	1585	3600	480	457-501	3.6	192
GT3 RS	1497/1558	1375	3600	415	298	4.2	192
GT2	1515/1550	1440	3600	530	501	3.7	204

997 Gen-2 (2008 – 2012)

2008: *2008MY – Wheelbase (mm): 2350; Length/Width (mm): 4435/1808; Height (mm) 1310/1300 (Carrera/Carrera S) –* ***Significant developments:*** *All new 3.6-litre 345hp and 3.8-litre 385hp, water-cooled flat-six engines for Carrera and Carrera S now fitted with Direct Fuel Injection. Six-speed manual gearbox standard on both models and new seven-speed PDK available as option. PASM standard on Carrera S, cost-option on Carrera. 19-inch alloy wheels standard fitment for Carrera S. Minor styling changes to lights and bumpers. New PCM3, Bluetooth and steering wheels. Carrera 4 and 4S model get reflective light strip across tail and identical updates to two-wheel drive models. Cabriolet models of all variants go on sale with Coupés. PDK-equipped cars two-tenths quicker to 60mph, but 1mph slower on top speed.* ***2009:*** *2010 MY – Eagerly awaited Gen-2 997 GT3 is launched with larger capacity 3.8-litre, normally aspirated flat-six. New 911 Turbo quickly follows with all-new 3.8-litre, DFI, twin VTG turbocharged engine, it's the first all-new engine for the 911 Turbo in 35 years. PDK replaces Tiptronic and Porsche offers optional steering wheel mounted paddle-shift controls for the first time. Limited run of 250 Sport Classic models mix Carrera 4 wide-body looks with rear-wheel drive and a 408hp 3.8-litre Powerkit engine. Built by Porsche Exclusive it also features a double-domed roof, ducktail rear spoiler and the return of Porsche's famous Fuchs wheels and PCCB as standard. A bespoke leather interior is also fitted. 911 GT3 RS is announced alongside Sport Classic at Frankfurt. New RS comes with a wider front track, a new aero-pack that doubles downforce, a more powerful version of the Mezger 3.8 litre flat-six and a 25kg drop in kerb weight over a regular GT3. Air-con, PCM and leather are all options.* ***2010:*** *2010MY – 530hp Turbo S available as coupé or cabriolet. PDK with paddle-shift, PCCB, dynamic engine mounts, Sport Chrono and Torque Vectoring are standard. Interior features a dual tone leather trim and adaptive sport seats. The 620hp 911 GT2 RS is the most powerful production Porsche ever. Based on the GT3 RS it features further aero tweaks and recalibrated PASM, Traction and Stability systems. 3.6-litre engine is the final swan song for the Mezger flat-six, and is fitted with a single-mass flywheel and a revised charge air intercooler. It's the first Porsche to feature different N-rated tyres on the front and rear axles. Carbon-fibre bonnet – and front wings if you wish – help shed kilos as does plastic rear and rear quarter windows. Only 500 built, and all sold within three-months. To mark its 25th Anniversary Porsche Exclusive builds 356 911 Speedsters. As with the Sport Classic it features the Carrera 4 body with rear-wheel drive running gear and the 408hp Powerkit 3.8-litre motor. PDK-only transmission, PCCB standard and Pure blue paint or white the only colours. Windscreen 72mm lower than standard and roof is a manual-electric mix that hides under a traditional Speedster double bubble engine cover. First Porsche Speedster for 16 years. The final 997 series 911 could possibly be the best. Carrera GTS is available as either coupé of cabriolet and again mixes the Carrera 4 body with rear-drive; 408hp 3.8-litre Powerkit engine does all the work. Six-speed manual or seven-speed PDK both available, PCCB optional. 19-inch RS Spyder design wheels standard, GTs also*

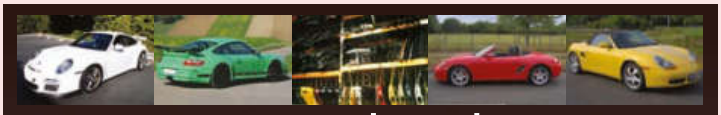


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991 (GEN 1): 2012 – 2015

Two-door Coupé and Cabriolet, water-cooled and direct fuel injected flat-six, rear-engined, rear- and four-wheel drive. Seven-speed manual and PDK gearbox. New, longer wheelbase, new body and design and new interior. The seventh generation of the iconic 911 was as big a step-change from the 997 as the 993 was to the water-cooled 996. The carry-over parts were very few, the changes made were like nothing seen in the last 17 years.

The 911 has always innovated and the 991 was no different. There is the new seven-speed manual gearbox, a world first, dynamic chassis control (a first for the 911) and new, electronic power-steering. The latter causing some to declare the 911 as we know it to have passed away. We wouldn't go that far, although the effect it has on the car's character makes the 991 a very different 911 to all that have been before.

The more powerful, 400hp 3.8-litre has an epic performance reach. For the first time we'd also consider PDK over the manual gearbox, the latter not as slick nor as precise as its predecessor. Although PDK only makes sense with the optional paddleshift controls.

If you opt for either the GT3 or Turbo models PDK is your only option. Porsche claims the double-clutch is not only quicker and more efficient, but it's what the customer wants. The problem many have is that the 911 was the last bastion of the truly wonderful manual gearbox, and now it's gone from the likes of the GT3 and the Turbo it feels like a chapter has closed when we were still left wanting for more.

Advent of GTS models creates a fast road 911 with all the comforts, but in 2015 it's the GT3 RS that blows everyone away. It's one of Prenunger's finest and one of the most track-focused 911s ever created.



991 (GEN 2): 2015 –

The wait is over, the 911 Carrera finally goes turbocharged in the wake of increasingly strict emmisions regulations. It's the biggest step change for the 911 since the shift from air- to water-cooled engines. The facelift is typically subtle; new bumpers, headlights, rear lamp clusters and vertical slats on the deck lid being the real tell-tale giveaways, there are also revised exhaust tailpipes and a new alloy wheel design.

Initially the second generation 991 is presented in four variants: Carrera Coupé and Coupé S, Cabriolet and Cabriolet S; all run a new 2981cc engine with two small BorgWarner turbochargers. PDK or manual gearboxes are offered. The Carrera versions offer 370hp, the Powerkitted S models, 420hp, the Carrera S is the first sub four-second to 60mph 911 Carrera ever, doing it in 3.9-seconds.

Inside the 911 falls in line with its siblings with a 918-inspired steering wheel. A new driving mode switch allows the driver to adjust the car's performance, a new Sports Response Button (SRB) shifts the car into a heightened state of readiness for overtaking. Rear axle steering from Turbo and GT3's Nose Lift are Carrera options for the first time. New comfort and convenience features are added inside, too.

feature SportDesign front bumper and deeper sills. Inside is a mix of leather and Alcantara with a new SportDesign wheel also standard. Rear-seats optional. ***2011:*** *A 500hp, normally aspirated 4.0-litre flat-six engine, crank lifted straight from a GT3 R. The 4.0RS is extreme. It weighs 1360kg and has aero dynamic add-ons designed for the Nürburgring. It cherry picks the best bits from every 997 before it to produce the ultimate 997* ***2012:*** *Porsche has time for one last 997 swansong: the Carrera 4GTS. A four-wheel drive version of the Carrera GTS.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62* 6sp/7sp	TOP SPEED (mph)
Carrera	1486/1530	1415	3614	345	285	5.1*/4.2	179
Carrera S	1486/1516	1425	3800	385	310	4.3*/4.1	187
Carrera 4	1488/1548	1470	3614	345	285	5.0*	177
Carrera 4S	1488/1548	1480	3800	385	310	4.7*	184
Carrera GTS	1488/1548	1420	3800	408	310	4.6/4.2	190/189
Carrera 4GTS	1488/1548	1480	3800	408	310	4.6	188
Targa 4	1488/1548	1530	3614	345	285	5.2*	176
Targa 4S	1488/1548	1540	3800	385	310	4.9*	184
GT3	1497/1524	1395	3797	435	317	4.0*	194
GT3 RS	1509/1554	1370	3797	450	317	3.8*	193
GT3 RS4.0	1509/1554	1360	3996	500	339	3.9	193
Turbo	1490/1548	1570	3800	500	479	3.6* (3.2**)	194
Turbo S	1490/1548	1585	3800	530	516	2.9**	195
GT2 RS	1509/1558	1370	3600	620	516	3.5	205
Sport Classic	1492/1550	1425	3800	408	310	4.6	187
Speedster	1492/1550	1540	3800	408	310	4.4	190

** 0-60mph: cars fitted with six-speed manual gearbox; ** cars fitted with Sports Chrono Plus and PDK*

991 (2012 – 2015)

2012: *2012 Model Year – Wheelbase (mm): 2450; Length/Width (mm): 4491/1808; Height (mm) 1303/1295 (Carrera/Carrera S) –* ***Significant developments:*** *All new 911s featuring a longer wheelbase, lighter body and more technology than ever. DFI engines carried over from 997, so too is the seven-speed PDK . However, a new seven-speed manual gearbox – based on the PDK – was introduced to replace the six-speed manual. Option of PDCC on a 911 for the first time, dynamic engine mounts and Torque Vectoring. Electric power steering replaced the previous car's hydraulic setup; not one of Porsche's most popular decisions. There was also a new look both inside and out, the new interior regaining the air of quality that some felt had been lacking in more recent 911s. Carrera coupé and cabriolet models were fitted with a 355hp, 3.4-litre engine, Carrera S models with a 400hp 3.8-litre motor.* ***2013:*** *The Carrera 4 and 4S Coupé and Cabriolet (width: 1852mm) joined the line-up at the end of 2012 as 2013 model year cars. Available with the same engine and gearboxes as the Carrera models, four-wheel drive variants equipped with a multi-plate, electronically-controlled version of Porsche Traction Management. Rear was 44mm wider than the two-wheel drive derivatives. At Geneva Porsche revealed the new 911 GT3. Out went the Mezger 3.6-litre engine and in came a 475hp, 3.8-litre DFI based loosely on the Carrera S's motor. No manual gearbox were offered, instead only a heavily revised PDK unit. Active rear-wheel steering, electric power steering and, for the first time, the GT3's shell was taken from the wider C4. Soon after came the new 911 Turbo. Available as either a 520hp Turbo or 560hp Turbo S, both fitted with a PDK gearbox only. Active rear-wheel steering, torque vectoring, PDDC, dynamic engine mounts all available and, for the first time, the 911 Turbo features active aerodynamics for both the front and rear spoilers. The 911 Turbo's body is also 28mm wider than the Carrera 4 at 1880mm.* ***2014:*** *Targa model becomes available with highly effective roof system, only available with all-drive layout, specs are similar to Carrera 4 and 4S, added weight for metal roof system the only real difference. GTS models launched: GTS and 4 GTS variants are later followed by Targa GTS, all retain the same 3800cc DFI engine, yet Powerkitted engine provides 430hp, available in two- or all-wheel drive, manual of PDK, Coupé or Cabriolet, shell sourced from wider Carrera 4 regardless of which you buy, bespoke dampers feature, sports exhaust and PASM standard, revised seven-speed manual 'box, black 20" centre lock wheels, GT3 door mirrors a 'comfy' GT3 – it's an instant classic* ***2015:*** *GT3 RS – A new 4.0-litre version of Porsche's DFI engine producing 500hp, 460Nm torque (around 339lb ft), 0-62 in 3.3 seconds and a top speed of 192mph. A body constructed from aluminium, carbon fibre and magnesium weighing 10kg less than the GT3 (at 1420kg). A staggeringly quick Nordschleife lap time of 7min, 20secs – faster than a Carrera GT. And a devastatingly aggressive aero-led aesthetic. GT3 RS is one of Preuninger's finest. Only available with PDK, the GT3 RS boasts double the downforce of the GT3 with less than a third of its drag-co-efficient. This is unheard of. A new Michelin rubber compound adorns the 9.5x20-inch front wheels and 12.5x21-inch rears providing 20% increased stickiness, with increased spring rates (up 10% over GT3) and a 50-milimetre wider rear axle, the changes between GT3 and GT3 RS are vast. A 'paddle neutral' facility and a 'pit speed' button aid track use. PTV with rear limited-slip differential, PASM active dampers and PSM feature. A Club Sport Package and seats straight from the 918 Spyder have been added inside – Sport Chrono is optional.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	2012	1380	3436	350	287	4.8	179
Carrera 4	2012	1430	3436	350	287	4.9	175
Targa 4	2014	1540	3436	350	287	5.2	173
Carrera S	2012	1395	3800	400	325	4.5	188
Targa 4S	2014	1515	3800	400	325	4.7	183
Carrera 4S	2012	1445	3800	400	325	4.5	185
Carrera GTS	2014	1495	3800	430	325	4.6	188
Carrera 4 GTS	2014	1515	3800	430	325	4.7	183
GT3	2014	1430	3799	475	325	3.5	196
GT3 RS	2015	1420	3996	500	339	3.3	192
Turbo	2014	1595	3800	520	486	3.4	195
Turbo S	2014	1605	3800	550	516	3.1	197

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912: 1965 – 1969; 1975

Two-door Coupé and Targa, rear-engined four-cylinder air-cooled 'boxer' engine. 'The poor man's Porsche' was actually quite expensive, not that this stopped it from building a strong following, especially in the States.

Sharing the 911's body, the 912 was fitted with a 2.0-litre, four-cylinder engine and came with a spartan interior that saw many of the 911's luxuries ditched. Developed on a yearly basis, the 912 closely followed the 911 in terms of new technology and very soon outsold its more expensive brother, with over 30,000 delivered during its first production run. Re-introduce in 1975, a further 2000 examples were built including a Targa Variant.



914: 1970 – 1976

Two-door Coupé with mid-mounted four- and six-cylinder air-cooled 'boxer' engines. Built by Karmann, Porsche's original mid-engined roadster was praised for its unrivalled dynamics, although its boxy looks and awkward gearbox were often criticised. The four-cylinder engines were sourced from VW, and the later six-cylinder Porsche units offered significant performance advantages – and even more of a challenge for the 'entertaining' dynamics. Sales were poor throughout the model's six-year lifespan.



924: 1977 – 1988

Two-door, two+two Coupé, front-engined, four-cylinder water-cooled engine, rear-wheel drive, five-speed gearbox. The 924 was Porsche's first front-engined sports car and production car fitted with a water-cooled engine. Originally conceived, designed and developed for Volkswagen, it was eventually launched as a Porsche, albeit still powered by a VW/Audi sourced engine. Performance wasn't earth-shattering, but its transaxle configuration provided the balance and handling worthy of the badge.

Continual development saw the 924 improve in the performance stakes, especially so when it received the 2.5-litre engine from the 944. Peak performance, however, came with the Turbo models, which delivered the much needed performance gain, ultimately reaching its peak with the Carrera GT, a homologation requirement in order for Porsche to race the car at Le Mans. A handful of more extreme, lighter Carrera GTS models were also built.

Sadly for the 924, with every evolution came a price increase and the coupé quickly went from the affordable entry level Porsche it set out to be, to becoming an expensive, out-dated car.

991 Gen-2 (2015 –)

2015: *2016MY – Wheelbase (mm): 2450; Length/Width (mm): 4499/1808; Height (mm) 1303/1297 (Carrera, Carrera S/Carrera Cabriolet, Carrera Cabriolet S) –* ***Significant developments:*** *All-new 2981cc turbocharged DFI engine with two small BorgWarner turbochargers, seven-speed PDK or seven-speed manual gearboxes offered, the Carrera versions provide 370hp, Powerkitted S models 420hp, Carrera S the first sub four-second 911 Carrera to 60mph at 3.9-seconds (PDK with Sport Chrono), driveability is the big question, torque 332lb ft and 369lb ft respectively, new driving 'Mode' switch provides different driving dynamics, new Sports Response Button shifts the car into a heightened state of readiness for overtaking, for the first time on a Carrera rear axle steering from Turbo is an option, GT3's Nose Lift also available, face-lifted styling is subtle: new bumpers, lights and vertical slats on the deck lid are the real giveaways. There are also revised exhaust tailpipes and a new alloy wheel design – rear wheels now measure 11.5"-wide, overall weight increases, partly due to heavier turbocharged engine, Carrera now weighs 1430kg.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	2015	1430	2981	370	332	4.2	183
Carrera S	2015	1440	2981	420	369	3.9	191

912 (1965 – 1969; 1975)

912 – *Wheelbase (mm): 2211 (1969 – 2268 , 1976 – 2272) Length/Width (mm): 4163 (1976 – 4293)/1610.* ***Significant developments:*** *356C four-cylinder engine, four- or five-speed gearbox, disc brakes, MacPherson front and semi-trailing rear suspension, low-spec interior.* ***1969:*** *Larger wheelbase and 911 body introduced before production ends for six years.* ***1975****: Re-introduced using the 914's VW 2.0-litre. Heavier than its predecessor, five-speed gearbox fitted as standard.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
912	1965 to '69	950	1582	90	86	11.6	115
912E	1975	1132	1971	90	98	13.0	110

914 (1970 – 1976)

914 – *Wheelbase (mm): 2459 – Length/Width (mm): 4050/1650* ***Significant developments:*** *1.7-litre VW four-cylinder and de-tuned 911T 2.0-litre six-cylinder engines offered, MacPherson front and rear trailing link suspension, disc brakes all-round, five-speed gearbox and low-spec interior.* ***1972*** *– 914-6 dropped due to poor sales.* ***1973*** *– 2.0-litre engine becomes an option.* ***1974*** *– Bore increase raises displacement to 1795cc.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
914 1.7	1970 to '73	970	1679	76	96	13	108
914 1.8	1974 to '76	970	1795	72	99	12	110
914 2.0	1973 to '76	970	1971	95	105	10.5	115
914/6	1970 to '72	940	1991	110	115	8.2	119

924 (1977 – 1988)

924 *Wheelbase (mm): 2400; Length/Width (mm): 4213/1676; Track front/rear (mm) 1418/1372*; ***Significant developments:*** *Four-cylinder engine, four-speed transaxle gearbox, front MacPherson struts and rear semi-trailing arm suspension, four-stud 5.5x14-inch steel wheels and floating callipers. VW/Audi three-speed auto assembly but with ratios specific to the 924;* ***1977:*** *Getrag five-speed dog-leg gearbox optional. Rubbing strips added. Martini 924 SE launched;* ***1978:*** *Bodyshell now hot-dipped zinc-coated. Oval tailpipe introduced;* ***1979:*** *Separate air blowers improve ventilation;* ***1980:*** *Five-speed Audi-derived gearbox introduced. Fuel tank capacity raised to 66-litres, second fuel pump fitted. Le Mans SE model offered;* ***1981:*** *Carrera GT introduced. Kurzhals fuel pump introduced. 50th Jubilee SE model offered;* ***1982:*** *Carrera GTS introduced. Limited-slip diff an option. Torque converter uprated on auto 'box. Ventilation system upgraded. 911 three-spoke steering wheel now standard;* ***1983:*** *Turbo's spoiler becomes standard. Front anti-roll bar uprated to 21mm;* ***1984:*** *924 gets 944 tilt-slide roof mechanism;* ***1985:*** *924 replaced by 924S;* ***1986:*** *924S arrives in UK. 2.5-litre engine shared with 944 (as are gearbox, brakes and suspension) but de-tuned;* ***1987:*** *Rear axle strengthened;* ***1988:*** *924 gets 944 engines. Power steering standard. Le Mans SE launched.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
924	1976 to '78	1080	1984	125	122	9.9	125
924	1979 to '85	1130	1984	125	122	9.9	125
924 Turbo	1979 to '81	1180	1984	170	181	7.8	140
924 Turbo	1982 to '84	1180	1984	177	185	7.7	140
Carrera GT	1981	1180	1984	210	203	6.9	150
Carrera GTS	1982	1121	1984	245	247	6.2	155
924S	1986 to '87	1190	2479	150	144	8.5	134
924S	1988	1195	2479	160	158	8.2	137

928 (1978 – 1995)

928 *Wheelbase (mm): 2500; Length/Width (mm): 4524/1835; Track front/rear (mm): 1551mm –1552/1530 –1529mm.* ***Significant developments:*** ***1978:*** *90° V8, five-speed, rear-wheel drive, independent A arms at front, trailing arms at rear, discs all-round, automatic available, luxury interior* ***1983:*** *Regular 928 and 'S' models replaced with by 928 S2 model;* ***1987:*** *S4 introduced with 5.0-litre V8 and 316hp;* ***1989:*** *928GT loses 44 kilos and gains 14hp. 0-60mph drops below 6.0 seconds;* ***1993:*** *Final 928 GTS sees V8's capacity grow to 5.4-litres and 350hp.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
928	1978 to '82	1490	4474	240	268	7.5*	142
928 S	1980 to '82	1530	4664	300	284	6.8	146
928 S2	1983 to '86	1589	4664	310	295	6.5*	155

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928: 1978 – 1995

Two-door, two+two Coupé, front-engined, water-cooled V8. Built to succeed the 911, 928 went head-to-head with Jaguar's XJS and Mercedes' SL. V8 engine offered stonking performance and grew to a mighty 5.4-litres and a heady 360hp before stepping aside to allow the 911 to continue its success story. Auto 'box most popular choice, although a manual is the one to go for, and both choices offer intergalactic cruising ability. Dynamically as sharp as any Porsche, the 928's popularity is not without foundation.



944: 1983 – 1991

Two-door, two+two Coupé and Convertible, front-engined, water-cooled. NA and turbocharged. The 944 was an unprecedented success, breaking all sales records and keeping Porsche afloat during the 1980s. The 924's body and turbo suspension formed the basis, but the 944 felt better. Turbo models offer good combination of performance and ability, although the last of the line 16-valve S2 models are probably the better option. If your budget doesn't stretch that far a good 2.7 will do. Cabriolet had sleek looks with Coupé's performance, though loss of rigidity takes shine off the driving experience. Considered to be the perfect introduction to Porsche ownership.



959: 1988

Two-door, two+two Coupé, flat-six, twin-turbocharged water/air-cooled flat-six. 197mph, 4WD, supercar. Based (lightly) around the 911, the 959 was Porsche's homologation special for Group B rallying. A technical *tour de force* for its time, the 959 boasted all-wheel drive with active torque split-drive, selectable traction settings (dry, wet and snow conditions), electronically-adjustable ride height and damper control, water-cooled cylinder heads and multi-stage turbocharging, and a 911 evolved composite body providing 'zero-lift'. All 283 959s built cost Porsche more than double the price the customer was as asked to pay.



968: 1992 – 1995

Two-door, two+two Coupé and Cabriolet, front-engined, water-cooled. Porsche's last attempt at a front-engined Coupé resulted in its best effort to date. What the 944 derived 3.0-litre four-cylinder engine lacked in character, its chassis – especially in Club Sport spec – soon made up for. Regular car not as sharp as bare-to-the-bone Club Sport or semi-stripped Sport, but all offer one of the best front-engined/rear-drive experiences. Convertible lacks dynamics and looks a little frumpy, while limited edition Turbo S offer 911 levels of performance. Comparatively cheap to buy and run, 968 is one the safest Porsche ownership experiences.

928 S4	1987 to '92	1600	4957	316	317	6.0	165
928 GT	1989 to '91	1566	4957	330	317	5.6	165
928 GTS	1992 to '95	1600	5397	350	362	5.2	169

944 (1983 – 1991)

944 *Wheelbase (mm): 2400, Length/Width (mm): 4213/1735. Track front/rear (mm): 1472/1451;* ***Significant developments:*** *Body based on the 924 Turbo, as was suspension, but used 2497cc engine. Brakes from the 924 Carrera GT;* ***1985:*** *New dash, power steering becomes standard. RHD models have left parking wipers. Transmission casing revised. Cast alloy lower wishbones and semi-trailing rear arms standard;* ***1986:*** *Turbo launched with 2.5-litre engine, gas-filled shocks, anti-roll bars and four-pot brakes. Power steering standard, redesigned interior;* ***1987:*** *LSD revised, ABS, driver and passenger airbags optional. 944 S 16-valve used gearbox and driveshafts from Turbo;* ***1988:*** *Turbo SE offered with uprated engine, 7- and 9x16-inch alloys. 944's engine capacity increased to 2.7-litres with larger bore, new block. Celebration SE offered;* ***1989:*** *944 gets ABS as standard, discontinued at end of model year. Turbo gets Turbo S engine and new rear spoiler. S2 production begins in Jan 1989, Cab in July;* ***1990:*** *S2 Cabrio launched (70kg heavier than Coupé);* ***1991:*** *Turbo Cab launched, airbags standard on European Turbo models.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
944	1982 to '87	1180	2497	163	151	8.4	131
944	1988 to '89	1260	2681	165	166	8.4	136
944 S	1987 to '88	1280	2497	190	170	7.9	142
944 S2	1989 to '91	1310	2990	211	207	6.9	149
944 Turbo	1985 to '88	1350	2497	220	243	6.3	152
944 Turbo	1989 to '91	1350	2497	250	258	5.9	162
944 Turbo S	1988	1350	2497	250	258	5.7	162

959 (1988)

959 – *Wheelbase (mm): 2272 – Length/Width (mm): 4260/1840 –* ***Significant developments:*** *Air-cooled six-cylinder engine, liquid-cooled heads, four-valves per cylinder, twin turbocharged. All-wheel drive, six-speed gearbox, active split-driver, double wishbone suspension front and rear with adjustable ride height. Aluminium and composite body panels, four shocks per 17-inch wheel, 322 and 308mm discs front/rear. Adjustable ride height and dampers.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
959	1988	1451	2847	450	370	3.7	197

968 (1992 – 1995)

968 – *Wheelbase (mm): 2400, Length/Width (mm): 4320/1735, Track front/rear (mm): 1477/1451 (1457/1445 with 17" wheels)–* ***Significant developments:*** *3.0-litre four-cylinder S2-derived engine, S2 suspension, four-pot fixed callipers, ABS and 7- and 8x16-inch alloys;* ***1993:*** *Lower spec and stripped down Club Sport launched with 7.5x17-inch alloys (front) and 9x17-inch (rear), no driver's airbag and all 'unnecessary' equipment (electric windows, sunroof etc) removed. Turbo S launched with 8-valve Turbo head and 305hp. Similar spec to CS;* ***1994:*** *968 Sport introduced with same chassis tweaks as Club Sport but with a number of creature comforts (and weight) reinstated. Standard 968 dropped from line-up, Sport and Club Sport continue for a further 12 months.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
968	1992 –1994	1370	2990	240	225	6.5	156
968 Sport	1994 –1995	1400	2990	240	225	6.5	156
968 Club Sport	1993 –1995	1320	2990	240	225	6.3	160
968 Turbo S	1993 –1994	1300	2990	305	369	5.0	175

Boxster 986 (1997 – 2004); 987 (2005 – 2009; 2009 – 2013); 981 (2013 –2015)

BOXSTER – *Wheelbase (mm): 2400, Length/Width (mm): 4133/1740 Track front/rear (mm): 1465/1528 ('96-'03), 1455/1514 (03-04) –* ***Significant developments:*** *Introduced in 1997 with 2.5 'boxer' engine, five-speed manual transmission, four-pot callipers front and rear, ABS, dual and side airbags;* ***1999:*** *Boxster S launched with 3.2-litre version of boxer engine and six-speed gearbox. White dials, titanium-trimmed windows and twin-centre exit exhaust pipes and larger 17-inch alloy wheels only exterior change to distinguish 'S' from standard model. Entry-level Boxster's engine capacity raised from 2.5- to 2.7-litres. resulting in healthy power hike to 220hp. Both models available with five-speed Tiptronic gearbox;* ***2003:*** *Boxster's first face-lift. Both 2.7 and 3.2S models gain extra 8hp, raising power to 228hp and 252 respectively. S's torque also up by 3lb ft. Front and rear bumpers are new, and the air intakes are improved for both aerodynamics and cooling. New retractable rear spoiler also fitted. Clear indicators, upgraded interiors (cup holders), sportier exhaust note and lighter alloy wheels help differentiate the new from the old.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Boxster 2.5	1997 to '99	1260	2480	205	180	7.0	155
Boxster 2.7	1999 to '02	1260	2687	220	192	6.6	156
Boxster S	1999 to '02	1295	3197	252	225	5.9	161
Boxster 2.7	2003 to '04	1275	2687	228	192	6.4	157
Boxster S	2003 to '04	1295	3179	260	228	5.7	164

BOXSTER 987 (2005MY –) *Wheelbase (mm): 2415, Length/Width (mm): 4315/1780. Track front/rear (mm): 1490/1534 (2.7), 1486/1528 (3.2S) –* ***Significant developments: 2005:*** *2.7 and S launched with subtly revamped exterior and new interior. 2.7 gains 12hp over old model, while 3.2-litre ups power by 20hp. Torque is also increased in both cars. PCCB, PASM and Sport Chrono pack are optional extras, variable ratio steering rack standard;* ***2006:*** *2007 Model Year – VarioCam Plus engines from the Cayman and Cayman S*

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BOXSTER (986): 1997 – 2004; BOXSTER (987): 2005 – 2012

Two-door, mid-engined, six-cylinder convertible. The saviour of Porsche after the recession-hit '90s, the Boxster offered true entry-level Porsche ownership. 911-esque looks drew criticism from press (and 911 owners!), but sublime chassis and instant responses more than made up for this. Early straight-line performance worries of original cars now totally forgotten thanks to 2.7 and 3.2 S engines. Boxster S is now serious contender for the only Porsche you'll ever need. Superb chassis dynamics provides Boxster with serious point-to-point ability and rewards are purer for some than current 911s. Image not the strongest, but crucially Boxster stimulates all the right senses and is a real mini-911 with down-to-earth running costs.

Eight years after the first car's launch a heavily revised Boxster arrived. Both the 2.7 and 3.2 S feature slightly improved straight-line performance and a new exterior, but the real step forward is in cabin quality, which now mimics the 997's for layout and quality.

With the old Boxster still at the top of the roadster pack, Porsche needed to do little to the driving dynamics to keep the new model fresh. However, like it did with the 997, Porsche has achieved the impossible and made an almost perfect car even greater. S receives Cayman S's 3.4 engine, 2.7 gets 5hp boost.

2010 saw the introduction of the lightest Porsche road car: the Boxster Spyder. Weighing 80kg less than the Boxster S on which it is based it's been on a extreme diet. The electronic hood is replaced by a canvas rain cover saving 21kg. The doors and front luggage lid are aluminium and the interior has been comprehensively stripped with no radio, air-con, cup holders, door pulls and door bins. Even the wheels are lighter. The Boxster was already a dynamic masterpiece, but the Spyder takes things to the next level. Replacing the original Boxster was never going to be an easy task, but in the 981 it appears Porsche managed to do just that.



BOXSTER 981: 2012 –

Two-door, two-seat, mid-engined roadster. 2.7 or 3.4-litre water-cooled flat-six, rear-wheel drive, six-speed manual gearbox fitted as standard, seven–speed PDK double-clutch gearbox available as an option. How do you improve on perfection? In the Boxster's case we're not sure how but we're sure glad they had a go. What, on paper at least, looks like a collection of individual improvements and upgrades amount to a finished product that is one of Porsche's very best road cars.

The Boxster has always been inherently right and in the 981 Porsche improved on its mid-engined dynamics further still allowing you to maximise the performance on offer from either of its flat-six engines. That it also looks more honed and aggressive, has a far greater quality interior and now comes equipped as standard with those little bits of kit that should have always been so, makes for one of the best sports car packages you can buy.

The 2.7 needs enthusiasm to extract the most from it and if it was our money we'd go for a 3.4S straight-out-the-box with only a slippy diff the essential extra to take full advantage of the car's sublime chassis.

replace existing engines; power up to 245hp and 295hp respectively, revised Tiptronic S software; ***2009:*** *2009 Model Year – All-new flat-six engines: 255hp 2.9-litre is new entry model, 310hp 3.4-litre motor with direct-fuel injection for the S. Six-speed manual gearbox standard, seven-speed PDK optional. Limited-slip differential, touchscreen sat-nav and Bluetooth phone are all optional extras. Both models get new front and rear bumpers.* ***2010:*** *The lightest production Porsche money can buy goes on-sale in the form of the Boxster Spyder. Electric folding roof is replaced with a Lotus Elise style canvas rag, there's a new engine cover, aluminium doors and front luggage compartment lid and the radio, sat-nav and air-con have all been ditched. The standard seats are hip hugging sport bucket items and the doorcards and door pulls are inspired by the 911 GT3 RS. There is even a set of lighter alloy wheels and the ECU map from the Cayman S to extract a further 10hp from the 3.4-litre motor. Six-speed manual is standard, PDK optional with Sport Chrono Plus and Launch Control Porsche claim a 4.8-second 0-62mph time.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
Boxster 2.7	2005 to '07	1295	2687	240	200	6.2	160
Boxster 3.2S	2005 to '07	1345	3179	280	237	5.5	168
Boxster 2.7	2007 to '09	1295	2687	245	201	6.1	160
Boxster 3.4S	2007 to '09	1345	3386	295	251	5.4	169
Boxster 2.9	2009 to '12	1335	2893	255	214	5.9	163
Boxster 3.4S	2009 to '12	1355	3436	310	265	5.3	170
Boxster Spyder	2010 to '12	1275	3436	320	273	5.1	166

BOXSTER 981 (2012MY –) *Wheelbase (mm): 2475, Length/Width (mm): 4374/1801. Track front/rear (mm): 1526/1536 (2.7), 1526/1540 (3.4S) –* ***Significant developments: 2012:*** *Just like the 911 the Boxster came in for a major overhaul in 2012, its first since the original was launched in 1996. A longer wheelbase, lighter, wider track and cleaner, more efficient engines the Boxster had grown into a true thoroughbred. The range now started with a 265hp 2.7-litre engined Boxster, fitted with a six-speed manual as standard or available with the optional seven-speed PDK (which adds 30kg to the kerbweight). The Boxster came with the same transmission options but was powered by a 315hp 3.4-litre engine. PASM is optional on both models, so too are dynamic engine mounts and Porsche Torque Vectoring which also includes a mechanical locking differential. Electromechanical power steering is standard. Wheels sizes range from 18 through to 20s, and the brakes are more powerful, the S borrowing its discs and callipers from the 991 Carrera. An electric parking brake is now standard, PCB still optional. The 981 wears a completely new body and new roof and the interior takes its styling cues from the 991.* ***2015:*** *Boxster Spyder arrives. Reminiscent of its 987 forebear, the 981 Spyder is a topless GT4 without the input of Weissach: 3.8 911 power, 30kgs lighter than the Boxster GTS, manual only like GT4 – no PDK, 911 Carrera brakes, 918-style steering wheel and seats. Bereft of a radio or air-conditioning system, these can be reinstated at no cost. £15,000 dearer than the old Spyder, but it's the most radical Boxster we've ever seen. At only £4000 cheaper than the GT4, a proper Porsche Motorsport model, though it's only for the hardcore wind-in-the-hair aficionados.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Boxster 2.7	2012 –	1310	2706	265	206	5.8	164
Boxster 3.4S	2012 –	1320	3436	315	265	5.1	173
Boxster Spyder	2015	1315	3800	375	TBC	4.5	TBC

Cayman 987 (2005 – 2009; 2009 – 2013), 981 (2013 –)

Cayman S – *Wheelbase (mm): 2415, Length/Width (mm): 4315/1801, Track front/rear (mm): 1490/1534 (Cayman), 1486/1528 (Cayman S);* ***2006*** *– 3.4-litre water-cooled flat-six is enlarged Boxster S engine with 997 Carrera 2 internals producing 15hp and 14lb ft of torque over the mid-engined roadster. Six-speed manual gearbox is standard with first and second ratios shorter than those found in the Boxster S. Tiptronic S optional, variable rate steering also carried over from Boxster and Carrera models. Boxster S brakes standard fitment, but PCCB optional as is Porsche Active Suspension Management (PASM) and Sports Chrono pack. Body is 100 per cent stiffer than Boxster S, and is as stiff as a 997 Carrera 2 Coupé, Porsche Stability Management (PSM) comes as standard;* ***2006:*** *2007 Model Year – Entry-level Porsche coupé receives 2.7-litre flat-six engine fitted with VarioCam Plus technology. Five-speed manual gearbox standard, six-speed manual and five-speed Tiptronic S available as option. Steel springs and gas dampers standard, PASM optional;* ***2009:*** *2009 Model Year – All-new flat-six engines with 265hp 2.9 replacing 2.7 engine, with a new 320hp 3.4-litre motor for the S, which also comes with direct-fuel injection as standard. Six-speed manual gearbox standard with seven-speed double clutch PDK an option. Optional limited-slip differential turns it into a genuine 911 alternative. Mild redesign includes new bumpers and head and tail-lamps. PCM3 is available with touchscreen sat-nav and Bluetooth phone capability.* ***2011:*** *2011 Model Year – Cayman R introduced; lighter more powerful version of Cayman S with 330hp and 1295kg kerb weight. Aluminium doors and front bonnet, 19-inch wheels and an Alcantara sport interior. First R model in 43 years. Series production car.*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Cayman S	2005 – '09	1340	3386	295	251	5.4	171
Cayman 2.7	2007 – '09	1300	2687	245	201	6.1	162
Cayman 2.9	2009 – '12	1330	2893	265	221	5.8	164
Cayman S	2009 – '12	1350	3436	320	273	4.9	171
Cayman R	2011 –'12	1295	3436	330	273	5.0*	175

**manufacturer's claim*

Cayman 981 – *Wheelbase (mm): 2475, Length/Width (mm): 4380/1801, Track front/rear (mm): 1526/1536 (Cayman), 1526/1540 (Cayman S);* ***2013*** *– 275hp, 2.7-litre and 325hp 3.4-litre DFI flat-six engines. Six-speed manual gearbox standard, seven-speed PDK optional (adds 30kg). New, lighter body and longer wheelbase; electromechanical power steering standard. PASM, Porsche Torque Vectoring and mechanical locking diff all optional as is the Sport Chrono pack and launch control and a sports exhaust. 18-20-inch wheels available, brakes carried over from the Boxster, including 991 Carrera stoppers for the Cayman S, PCCB optional. New interior as per 981 Boxster making the Cayman a serious alternative to a 911. As with all modern Porsches it is very spec sensitive and in our experience less always amounts to more.* ***2014:*** *Cayman GTS arrives and finally moves the Cayman story on. 3.6-litre flat-six produces 340hp with 280lb ft*



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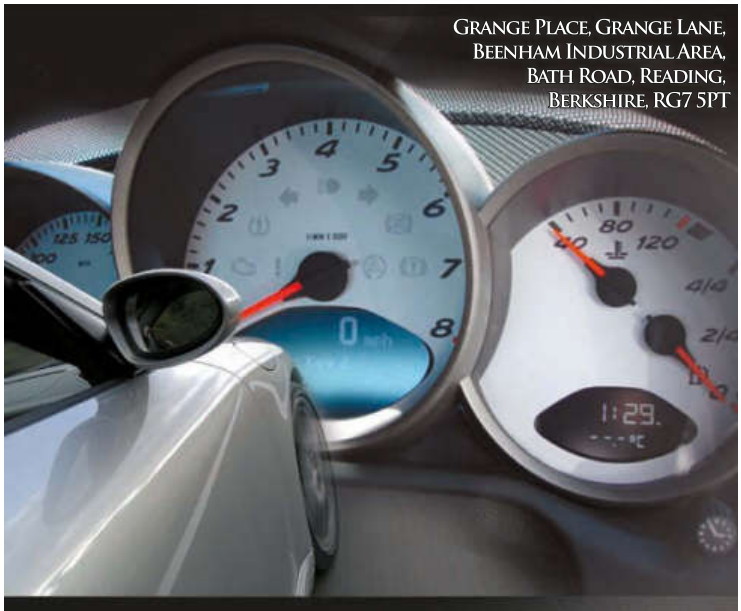
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CAYMAN 987: 2005 – 2013

Two-door, mid-engined, six-cylinder coupé. Its near perfect weight distribution and mid-engined dynamic stability make the Cayman one of the finest drivers' cars ever made. This is something Porsche is acutely aware of, hence the model is not available with a limited-slip differential and, until further notice, we will only see smaller-engined variants of the Cayman to avoid any deflection for the company's headline sports car.

At the end of 2010 Porsche announced the Cayman R at the LA Auto Show. Following a similar development programme as the Boxster Spyder, the Cayman R is a lighter, more powerful version of the Cayman S. Power is up 10hp to 330hp, and the kerb weight drops 55kg to 1295kg. Aluminium for the bonnet and doors and a stripped interior and a smaller fuel tank are all contributing factors to the weight loss.



CAYMAN 981: 2013 -

Two-door, mid-engined, six-cylinder coupé. Like its Boxster sibling the Cayman underwent a thorough overhaul in 2012, which must have been a thankless task for the engineers as the outgoing 987 was deemed one of the best sports cars money could buy.

Once again, though, Porsche's engineers came up trumps and produced a truly sensational car. Still sharing much with the Boxster – wheelbase, engines, gearbox, suspension and steering – the Cayman was finally let of its leash and allowed to show us just what it is capable of. Alert, precise, involving and dynamically astute, the 981 Cayman is one of the purest drivers cars and greatest sports cars to have come out of Stuttgart. It really is that good.

The 2.7-litre car needs working hard to maximise its performance, but the 3.4S is honey sweet providing the perfect blend of performance with precision to make it one of the quickest cross-country cars you can buy. The manual is still the slick six-speed car carried over from the 987 and is still the default option. Even the electric power steering doesn't seem to effect the Cayman like it does the Boxster and Carrera models. Porsche perfection? Possibly.



CAYENNE: 2014 –

Five-door, front-engined SUV. The changes are subtle for this, the fourth generation Cayenne ahead of the arrival of a completely new model expected in 2017. Five models were made available at launch, very much continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. They now have more power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Visual changes primarily comprise a longer aluminium bonnet, shapelier headlights (now incorporating the daytime running lights in a similar fashion to the Macan) and revised rear styling to match. Adaptive cooling vanes hidden in the front bumpers of the *torque. The heaviest Cayman to date (1345) is offset by the additional power, the package has been tailored to provide the best possible driving experience. PASM and Sport Chrono with Dynamic Engine Mounts come as standard. Standard GTS alloy wheels are 8 (front) and 9.5 (rear) x20-inch Carrera S rims. A no cost option is Sports suspension lowering the car by -20mm. The one to have.* ***2015:*** *The Cayman we'd all been waiting for. 991 Carrera S 3.8-litre flat six, GT3 aluminium suspension and chassis parts, PTV, PSM fitted as standard. Only available with a six-speed manual gearbox, shade lighter than the GTS (1340kg) but the rest of the figures don't do it justice. The 385hp figure is conservative, it feels quicker, 310lb ft toque equate to a 0-62 time 0.2-seconds quicker than the GTS. Six-piston calipers (front), four-piston calipers (rear), ventilated discs or optional PCCB. A cut price GT3 and finally a Cayman to give the 911 a run for its money.*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62*	MAX MPH
Cayman 2.7	2013 –	1310	2706	275	213	5.7	165
Cayman 3.4S	2013 –	1320	3436	325	272	5.0	175
Cayman GTS	2014 –	1345	3436	340	280	4.6	177
Cayman GT4	2015-	1340b	3800	385	310	4.4	183

**manufacturer's claim*

Cayenne (2003 – '07; 2007 – '10; 2010-'13; 2014–)

Cayenne – *Wheelbase (mm): 2855, length/width (mm): 4782 (4786 Turbo)/1928, track front/rear (mm): 1655 – 1641/1670 – 1656 (17-20-inch wheels); Introduced in 2003 with choice of normally-aspirated or twin-turbocharged 4.5-litre V8. Six-speed manual gearbox for five- and six-speed Tiptronic S for Turbo (optional on S). Porsche Active Suspension Management (PASM), adjustable ride height, electronic damper control, differential locks, six-pot callipers, 18-inch alloys standard, 19-*
and 20-inch optional. Porsche Traction Management, PSM, ABS, ABD and ASR all standard; ***2004:*** *Entry-level Cayenne is the first Porsche to sport V6 power. 24-valve engine produces 250hp and 228lb ft, transmitted through a six-speed manual transmission. Steel springs standard, PASM and air suspension optional. V6 is also fitted with smaller brakes;* ***2006:*** *2006 Model Year – Cayenne Turbo S gains an extra 72hp, 0-62mph in 5.2 seconds, 167mph and 2355 kilos;* ***2007:*** *2007 Model Year – Second generation Cayenne: V6, V8 S and Turbo all get direct fuel injection engines to improve performance, economy and emissions, while face-lift improves the looks. Porsche Dynamic Chassis Control active anti-roll bars available on cars with PASM;* ***2007:*** *2008 Model Year – GTS model introduced. Combines Turbo looks with V8 S running gear. Shorter ratios in both manual and Tiptronic gearbox fitted. Turbo brakes standard. New Turbo S model announced. Power up to 550hp, torque to 553lb ft, 174mph and a 0-60mph in 4.3 seconds;* ***2009:*** *2009 Model Year – Porsche does the dirty and introduces a Cayenne diesel. Three-litre Audi sourced V6 is available in entry-level trim only but comes with six-speed Tiptronic S as standard. 100-litre fuel tank capacity provides over 600 mile range and 30mpg.* ***2010 Cayenne –*** *Wheelbase (mm): 2895, length/width (mm): 4846/1939, track front/rear: 1655 (1643 Turbo)/1669 (1657 Turbo); Introduced in 2010 this is the first all-new Cayenne since the original. Bigger in every dimension the new Cayenne's design does an amazing job of disguising the car's larger dimensions and its natural bulk. Engine range is carried over from the previous model but now includes Porsche's very first Hybrid powered vehicle with the Hybrid Drive model which sees a 3.0 supercharged V6 working in parallel with a 47hp electric motor. All but the entry level Cayenne V6 petrol are equipped with a new eight-speed Tiptronic automatic gearbox (the V6 gets a six-speed manual as standard). Porsche has also done away with the original Cayenne's heavy duty four-wheel drive system, replacing the low ratio gearbox with the latest development of Porsche Traction Management with the enhanced electronics of the new Tiptronic S transmission. Diesel and Hybrid models get permanent all-wheel drive, while the others get an active system. PASM, PDCC and PCCB are all optional extra. All Cayenne's also get a new interior based on the design first seen in the Panamera and provides a higher level of quality and refinement that was missing in the outgoing model.* ***2012:*** *The line-up grows with the introduction of the GTS. Fitted with the same 4.8-litre V8 as the Cayenne S, the GTS engine receives a host of modifications and upgrade that push power to 420hp and torque to 380lb (up 20hp and 11lb ft respectively). Eight-speed Tiptronic S is the only gearbox fitted and the chassis combines steel springs with PASM. Air suspension is an option. The GTS rides 24mm lower than an S, has a wider front and rear track and 20-inch wheels are standard. Front bumper and lights are from the Cayenne Turbo, there is a new lower lip spoiler, side skirts and a bi-plane rear wing. The windows are framed with a black gloss trim. Leather and Alcantara trims the interior.* ***2013:*** *Two new Cayenne's for the 2013 model year: the S Diesel and the Turbo S. The latter is a bell-and whistles Turbo with the boost wound up and the power increased 50hp to 550hp. Two-tone leather options are standard as is a host of standard equipment that is optional on the Turbo. The S Diesel takes a twin-turbo charged 4.8-litre Audi V8 diesel and creates the best Cayenne we've sampled. The spec is the same as the petrol engined S, but with enough torque to tear-up the book of torque cliches.* ***2014:*** *Fourth generation Cayenne offers five models at launch continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. More power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Longer aluminium bonnet, headlights incorporate DRL, new 918-style steering wheel. 3.6-litre biturbo replaces V8 petrol engine, it's the same unit found in Macan (420hp and 550Nm torque). S E-Hybrid uses the same drivetrain as Panamera S E-Hybrid, although there are differences – chiefly the batteries which are now more optismised for greater performance.*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62/60*	MAX MPH
Cayenne S	2003 to '06	2245	4511	340	310	7.2	150
Cayenne Turbo	2003 to '06	2355	4511	450	457	5.6	165
Cayenne	2004 to '06	2160	3189	250	228	9.1	133
Cayenne Turbo S	2006 to '07	2355	4511	521	531	5.2	167
Cayenne	2007 to '10	2160	3598	290	283	8.1	141
Cayenne S	2007 to '10	2225	4806	385	369	6.5*	156
Cayenne Turbo	2007 to '10	2355	4806	500	516	5.0*	171
Cayenne GTS	2007 to '10	2225	4806	405	369	6.1	157
Cayenne Turbo S	2008 to '10	2355	4806	550	553	4.0	174
Cayenne Diesel	2009 to '10	2240	2967	240	405	8.3	133
Cayenne	2010 – '13	1995	3598	300	295	7.5	143
Cayenne Diesel	2010 – '13	2100	2967	240	405	7.8	135
Cayenne S	2010 – '13	2065	4806	400	369	5.9	160
Cayenne S Hybrid	2010 – '13	2240	2995	380[1]	427[1]	6.5	150

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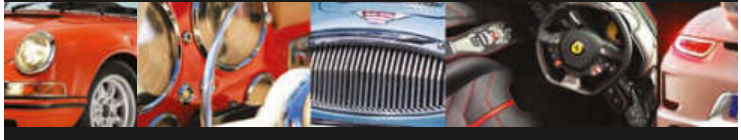
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AUTO SPORT LOGISTICS

new Cayenne are akin to those used on the 918 Spyder, as is the rollerball-style steering wheel, much like Macan.

The biggest news is that the old petrol V8 has been replaced with a 3.6-litre biturbo petrol engine – part of Porsche's downsizing practices. It's the same unit we've seen in the Macan, and with 420hp and 550Nm torque on paper the new Cayenne offers greater performance than its eight-cylinder forebear. But, if you're talking about a petrol Cayenne then it's really all about the Turbo. In the Turbo we get the 4.8-litre bi-turbo V8 engine putting out 520hp with 750Nm of torque; it's fast and capable.

The Diesel and Diesel S should be the best-selling Cayenne models for Porsche in the UK. The Diesel model makes use of the three-litre V6 coupled to the eight-speed Tiptronic. We expect that this will be the more popular choice in the UK, but the Diesel S really is brilliant and worthy of serious consideration despite being an older engine (the only engine which is not Euro 6 compliant) and commanding an £11,572 price premium over the £49,902 for the Cayenne Diesel. The power delivery is refined and almost like a petrol car, arriving low down. What's interesting is that the Diesel S is almost as quick as the Turbo, over £30,000 cheaper, and it's more economical.

The first plug-in Hybrid vehicle in the premium SUV segment, the S E-Hybrid uses the same drivetrain as the Panamera S E-Hybrid, although there are differences – chiefly the batteries. Driving requires an altogether new mindset. At £61,434 it's almost exactly the same price as the Diesel S – choosing between them is a question of priorities.



CARRERA GT: 2003 – 2006

Two-door, mid-engined, V10 Roadster. Still born Le Mans racer evolves into the greatest supercar every built. Carbon-fibre tub, 612hp V10, 205mph maximum and a birch wood gear knob. Perfection!



PANAMERA: 2009 – 2013

Five-door, front-engined, rear-and four-wheel drive saloon-coupé; normally aspirate, turbocharged and supercharged V6 and V8 petrol, diesel and hybrid engines, six-speed manual and seven-speed PDK transmission. The last new Porsche to be launched while Dr. Wendelin Weideking was running the company, the Panamera is Porsche's fourth model line and, according to the company, a car that creates a new class. Powered by either a normally aspirated 4.8-litre V8 or a twin-turbo charged version of the same engine, Panamera is available in rear-wheel drive 'S' guise with a six-speed manual gearbox, or an all-wheel drive 4S or Turbo (both only available with the 7-speed PDK gearbox, which is also an option for the S).

3.6-litre V6 engine added to the line-up in 2010 with rear and four-wheel drive options. Rear-drive model gets six-speed manual as standard, Panamera 4 the seven-speed PDK and PASM suspension. V6 offer all the luxury and comfort of the V8 models. Only a four-seater, the Panamera's interior is the most striking Porsche has designed for decades, and as you'd expect of such a car there is very little in terms of luxury or convenience that has been omitted from the specification or options list.

Panamera range is extended further with the cracking diesel model in 2011, along with the S Hybrid and slightly bonkers Turbo S. The former two are rear-wheel drive only

Cayenne Turbo	2010 – '13	2170	4806	500	516	4.7	172
Cayenne GTS	2012 – '13	2085	4806	420	379	5.7	162
Cayenne Turbo S	2013 – '13	2215	4806	550	553	4.5	175
Cayenne S Diesel	2013 – '13	2195	4134	382	627	5.7	156
Cayenne	2014 -	2040	3598	300	295	7.7	143
Cayenne Diesel	2014 -	2110	2967	262	427	7.3	137
Cayenne S	2014 -	2085	3604	420	405	5.5	160
Cayenne S Diesel	2014 -	2215	4134	385	626	5.4	156
Cayenne S E-Hybrid	2014 -	2350	2995	416	324	5.9	150
Cayenne GTS	2014 -	2110	3604	440	442	5.2	163
Cayenne Turbo	2014 -	2185	4806	520	553	4.5	173
Cayenne Turbo S	2014 -	2235	4806	570	590	4.1	176

1 when combined with electric motor. * 0-60 mph time

Porsche Carrera GT (2003 – 2006)

Carrera GT *– Wheelbase (mm): 2730, Length/Width (mm): 4613/1921, Track front/rear (mm): 1612/1587* ***Significant developments:*** *All alloy, 40-valve V10 with titanium conrods, nickel/silicone liners, dry sump lubrication and VarioCam, revving to 8400rpm. Rear-wheel drive with six-speed manual gearbox. Carbon fibre monocoque with steel crash structures and carbon fibre bodywork. Double wishbone pushrod axles from and rear, 19-inch magnesium alloy wheels, 380mm ceramic composite discs front and rear with six-pot callipers. Built at Leipzig plant in Berlin, in left-hand drive only, over 1260 examples were built between November 2003 and May 2006.*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Carrera GT	2003 to '06	1380	5733	612	435	3.9	205

Panamera: 2009 – 2013: 2014 – To Date

Panamera S, 4S, Turbo – *Wheelbase (mm): 2920, Length/Width/Height (mm): 4970/1931/1418, Track front/rear (mm): 1658/1662 (1656/1646 Turbo);* ***2009*** *– 2010MY 400hp 4.8-litre water-cooled eight-cylinder engine or 500hp 4.8-litre water-cooled twin-turbocharged eight-cylinder engine, DFI and VarioCam Plus with adjustable valve lift; six-speed manual gearbox and rear-wheel drive for S model, seven-speed PDK optional; 4S and Turbo models feature electronically controlled four-wheel drive transmission with PTM and PDK fitted as standard along with Auto Stop-Start. Engines are adapted from Cayenne, PDK transmission is unique to Panamera and differs from the unit in the company's sports cars. Double-wishbone front suspension, multi-link at the rear with PASM standard on all models, self-levelling adaptive air-suspension standard on Turbo. PSM comes as standard featuring: ABS brakes; ASR anti-slip control; MSR engine drag force control; ABD automatic brake differential; Brake Assistant; and a pre-filling of the brake system. PDCC and PCCB optional on all models. 18-inch wheels standard on S and 4S, 19-inch on Turbo; Variable rate steering standard, speed sensitive Servotronic steering optional. All models feature adaptive aerodynamics, with the S and 4S models utilising a two-way spoiler and the Turbo a four-way item. 4S and Turbo get 100-litre fuel tanks, the S has a 80-litre tank. Four individual seats for interior. Eight airbags fitted as standard; bi-xenon headlights standard across the range, adaptive light function for Turbo. Radar-based distance cruise control, four-zone air-conditioning, Porsche Entry & Drive (standard on Turbo) and Burmester High-End Sound system all feature on the options list. Sports Chrono Package Plus also optional and when combined with PDK offers Launch Control function.* ***2010*** *– 2010MY The first non-V8 engined Panamera arrives in the form of the 3.6-litre V6 petrol model. Panamera V6 , is available a rear or four-wheel drive, the former available with either a six-speed manual or optional seven-speed PDK, the later is PDK only. Engine produced 300hp and 295 lb ft of torque. Standard specification is the same as a V8 engined S model, except for a tyre pressure monitoring system and a PASM suspension, which are optional.* ***2011*** *– 2012MY The Panamera Diesel arrives. 3.0-litre V6 turbocharged engine is donated by Audi. Specification on par with a V6 petrol engined Panamera. S Hybrid also added to range. Following the path of the Cayenne S Hybrid, it's fitted with a 3.0-litre supercharged petrol V6 engine connected to a 47hp, 221lb ft electric motor. Energy for the electric motor is stored in batteries fitted under the boot floor charged via the engine and regenerative sources such as braking. Full electric range is 1.2-miles and the electric motors have a 46mph maximum speed. Turbo S also arrives running a pair of turbo-chargers with lighter vanes. Peak power climbs to 550hp. Agate grey exterior paint is exclusive to the model.* ***2012*** *– 2012MY Take a Panamera 4S, fit a Porsche Exclusive bodykit and allow the engineers time with its 4.8-litre V8 on a dyno and you get the GTS. Active air intakes, reprofiled camshafts and a revised ECU extract a further 30hp from the bent-eight and an additional 15lb ft of torque. Turbo brakes are standard, as is air suspension and PASM – which is reprogrammed to be tauter. Porsche Sport Chrono Plus is also standard as is the Turbo's four-piece rear spoiler and the 19-inch alloy wheels. The chassis is 10mm lower and there 5mm spacers fitted to the rear axle. 18-way adjustable front seats and a sports steering with paddles are also standard. Four-wheel drive only with the seven-speed PDK.*

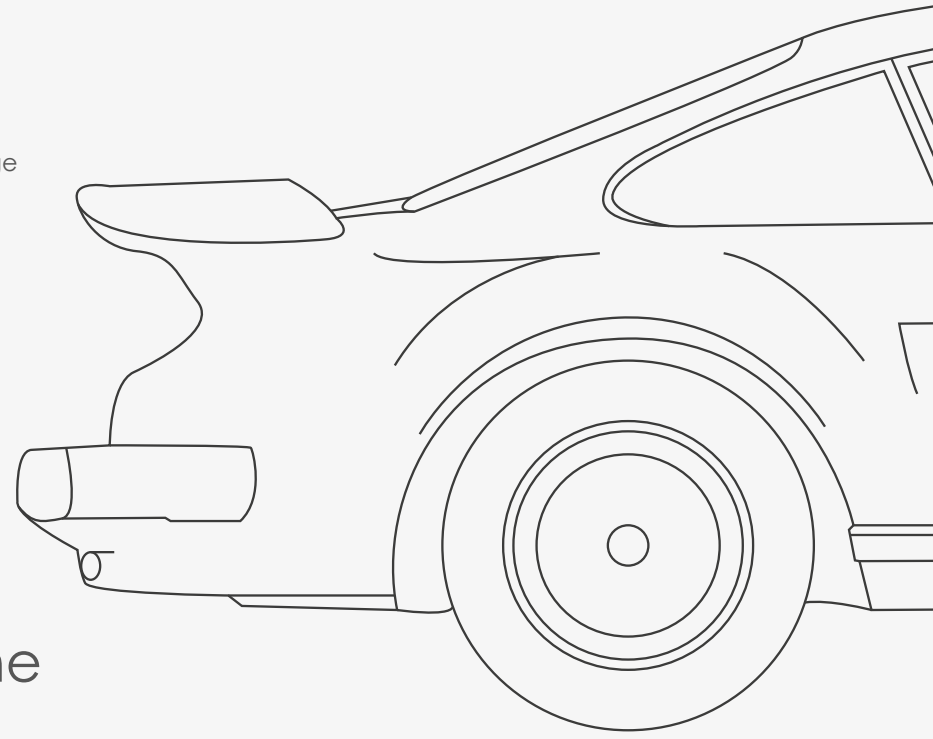
MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Panamera	2010 – 2013	1730	3605	300	295	6.8	162
Panamera 4	2010 – 2013	1820	3605	300	295	6.1	159
Panamera S	2009 – 2013	1770	4806	400	369	5.0	175
Panamera 4S	2009 – 2013	1860	4806	400	369	4.4	175
Panamera Turbo	2009 – 2013	1970	4806	500	516*	3.5**	188
Panamera Diesel	2011 – 2013	1880	2967	250	405	6.8	150
Panamera GTS	2012 – 2013	1920	4806	430	383	4.5	178
Panamera S Hybrid	2012 – 2013	1980	2995	380	427	6.0	167
Panamera Turbo S	2012 – 2013	1995	4806	550	553	3.8	190

* 567lb ft when in Sport Plus Mode when Sport Chrono Package Plus fitted. ** 0-60mph time

2013*– 2014MY The gen-2 Panamera gets a new front and rear bumper, new lights and side sills and a range of new engines. The interior is untouched. Out goes the 4.8-litre normally aspirated V8 for the S and 4S models and in comes a 3.0-litre biturbo V6 that's more powerful than the V8 it repalces. The big V8 stays for the GTS and the Turbo, and the 3.6-litre petrol V6 stil lprops up the range along with the 3.0-litre turbo diesel. The big change is to the hybrid model. Now called the S E-Hybrid, it mates the 3.0-litre supercharged V6 with an electric motor that's twice as powerful and battery pack that can store five times the energy. And if that's not enough, the E-HYbrid is also a plug-in hyrbid which means you can charge the car while you're at work,*

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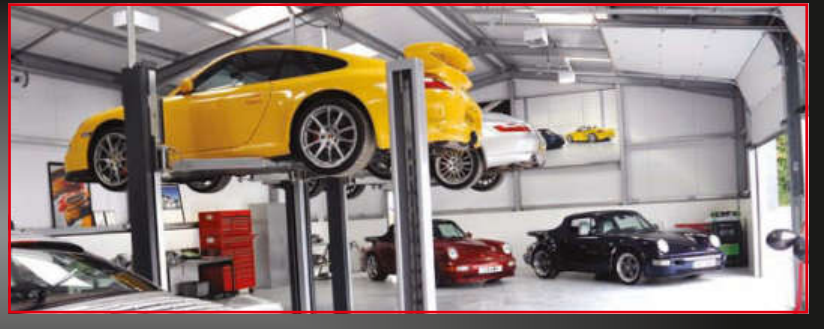
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and come with the conventional eight-speed Tiptronic S gearbox. In early 2012 the range is topped off with the GTS – a breathed on Panamera 4S with more power, a Turbo look and sport inspired interior. It's no GT3 but it's a great way to hustle nearly two tons.



918 SPYDER: 2014 – 2015

Two-door, mid-engined, petrol-electic plug-in hybrid. The supercar has evolved into the hypercar, one that combines the thoroughbred engine from an LMP2 race car with the pioneering engineering of electric motors and lightweight(ish) batteries. The 918 signals the beginning of a new dawn for Porsche, one that provides the company with a halo product on which to hang its Cayenne, Panamera, Macan and, potentially 911 hybrids from. To help the 918 along the way its launch coincides with Porsche's return to top flight sports car racing, including Le Mans, with an all-new LMP1 race car. A petrol-electric hybrid race car. The 918 has a lot to deliver, but on the eve of its launch it made an impressive debut with a sensational 6 minute 57 second lap of the Nürburgring Nordschleife.



MACAN: 2014 –

Five-door, front engined, permanent four-wheel drive compact SUV, six-cylinder turbocharged petrol and diesel engines; seven-speed PDK transmission. Built to fullfill Porsche's ambitions to build 200,000 cars by 2018 the Macan is the company's answer to Land Rover's Evoque, BMW's X3 and Mercedes GLA in the premium compact SUV sector. Porsche forcasts to build 50,000 Macans a year and will add to the range with another diesel engine – a four-cylinder this time – a petrol-hybrid and a four-clylinder petrol engine.

The Macan launches with two trim levels, the S and the Turbo. The former is available with either a twin-turbocharged V6 petrol engine or single-turbo diesel V6. The Turbo is fitted with a 3.6-litre twin-turbocharged engine. A Turbo S and GTS trim-line is expected to join the line-up, along with a more basic trim level to sit below the S models; expect this to be offered with a four-cylinder engines, both petrol and diesel.

Sitting below the Cayenne in Porsche's SUV line-up, the Macan is lighter by over 100kgs, 16cm shorter in overal length, eight centimetres lower in height and sits on a wheelbase eight centimetres shorter than the Cayennes. The Macan is usefully quicker than its big brother, too, with the petrol S model faster to 62mph than the quickest normally aspirated Cayenne, the GTS. The Macan Turbo's sprinting prowess sits neatly between the Cayenne Turbo and Turbo S. The smaller SUV is also usefully more fuel efficient and cleaner than its big brother, too.

Porsche's decision to build the Macan is not just to piggy back into an established growing market, it is serious about its latest addition to the model range. How so? Rather than share production resources with other VW Group brands also building similar cars for the same market, the Macan will be built exclusivly at Porsche's Leipzig factory, which has undergone a €500 million investment and now includes a body press and paint shop, which has also led to the recruitement of 1000 new staff at the home of the Cayenne and Panamera. The Macan is here for the long term and features in Porsche's ambitious future plans.

asleep or being dragged around the shops. Other mechanical changes include the dropping of the six-speed manual - it's PDK for all the models bar the Diesel and S E-hybrid, which get the Cayenne's eight-speed Tiptronic. ***2015:*** *Panamera Edition - special version available in three styles; Edition, 4 Edition and Diesel Edition. 4 Edition features active all-wheel drive with an electronically controlled, map-controlled multi-plate clutch. High-gloss black trim strips on side windows, part-leather upholstery with Porsche crest embossed on head rests, SportDesign steering wheel, 'Edition' sill plates and floor mats. PASM, bi-xenon headlights with PDLS, Park Assist including reversing camera and Power Steering Plus all standard. China and USA variants receive comfort seating.*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Panamera Diesel	2013–	1880	2967	250	405	6.8	151
Panamera	2013–	1770	3605	310	295	6.3	160
Panamera 4	2013–	1820	3605	300	295	6.1	159
Panamera S	2013–	1810	2997	420	383	5.1	178
Panamera 4S	2013–	1870	2997	420	383	4.8	177
Panamera S E-Hybrid	2013–	2095	2995	416	435	5.5	167
Panamera GTS	2013–	1925	4806	440	383	4.4	178
Panamera Turbo	2013–	1970	4806	520	516	4.1	189
Panamera Turbo S	2013–	1995	4806	570	553	3.8	192
Panamera Edition	2015-	TBC	3605	310	TBC	TBC	TBC
Panamera 4 Edition	2015-	TBC	3605	310	TBC	TBC	TBC
Panamera Diesel Ed	2015	TBC	2967	300	TBC	TBC	TBC

918 Spyder (2014 – 2015)

918 Spyder *– Wheelbase (mm): 2730, Length/Width (mm): 4643/1940, Track front/rear (mm): 1664/1612* ***Significant developments: 2013*** *– 2014MY Where to start with the most technologically advanced car Porsche has ever made? The engine is a 4.6-litre V8 that traces its routes back to the 2007 LMP2 RS Spyder race car, this alone develops 608hp and runs through a seven-speed PDK gearbox with drive to the rear axle. Then there is a 286hp electric motor fitted to the front axle complete with its own transmission. The 918 can be driven by the petrol engine, the electric motor or a combinaitn of the two, which results in a maximum power output of 887hp and 944lb ft of torque (the V8 produces 676lb ft on its own). The V8 screams to 9150rpm and produces 132hp/litre. There are five driving modes: E-Power, Hybrid, Sport-Hybrid, Race-Hybrid and Hot Lap, each mode determines which power source is required. The chassis is a carbon-fibre monocoque with the body made from the same material and includea a two-piece Targa roof. PCCB brakes are standard, there are 20-inch wheels at the front, 21s at the rear with Michelin Pilot Sport Cup 2 tyres. Avaialble in two trim levels, Spyder and Weissach Package, the latter reduces the car's weight by 41kgs – the magnesium wheels account for a 14 kilo saving. Other weight saving measures include ceramic wheels bearings, titanium chassis bolts and brake pad supporting plates. Other upgrades include additional aero parts includeing aeroblades positioned behind the rear wheels, thinner paint and exposed carbon-fibre body parts. All this tech, lightweight construction and 887hp results in a very quick Porsche indeed: 0-62mph on 2.6 seconds, 0-124mph in 7.3 (7.2 if you order the Weissach pack), 0-186mph in 20.9 (19.9 with the full Weissach) and a maximum speed of 214mph. Then there is that lap time of the Nürburgring – 6min, 57secs.*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
918 Spyder	2014	1674	4593	608/286	676/944	2.6	214
918 Spyder Weissach	2014	1634	4593	608/286	676/944	2.6	214

Macan (2014 –)

Macan *– Wheelbase (mm): 2807; Length/Width (mm): 4681 (Turbo 4699mm)/1923; Track front/rear (mm): 1655/1651; Weight: 1865kg (S), 1880kg (S Diesel), 1925kg (Turbo)****: 2013*** *– 2014MY Built at Leipzig, Two petrol V6 engines, 4-cylinder turbocharged petrol engine, and V6 diesel donated by the VW Group. Macan S gets 340hp three-litre bitutbo V6; Turbo is equipped with 400hp, 3.6-litre biturbo V6. S Diesel fitted with 3.0-litre single turbo V6 diesel engine. PTM four wheel drive running gear, drivetrain essentially rear-wheel drive sending torque load to the front axle when required. PDK transmission standard – no manual option – 'Off-road mode' can be selcted at speeds of up to 80kmh, this shortens the gear ratios to aid traction. Auto Start/Stop is standard. S model is fitted with a 65-litre fuel tank, S Diesel a 60-litre tank and the Turbo a 75-litre one. Both S models are available to order with optional 75-litre tank. Depending on tyres fitted, the S returns between 31 – 32mpg on the combined cycle, the Turbo 30.7 – 31.7mpg and th S Diesel 44.8 – 46.3mpg. Emmissions for the three range from 150 – 157g/km for the S Diesel, 171 – 179g/km for the S and 176 – 184g/km for the Turbo. Steel springs and fixed rate dampers are standard on the S models, the Turbo comes with PASM as standard. All variants are avaialble with air-suspension with PASM at extra cost, providing an additional 40mm of ground clearance when driving off-road. A Sport button is fitted as standard – sharper throttle response, higher rev-limit, quicker PDK shift times – PTV Plus is optional, as is Sport Chrono. S models fitted with 350mm front brake discs, the Turbo 360mm, rears are 330mm and 356mm respectively. All Macan models are fitted with different size tyres front-to-rear. Narrower front tyres provide greater steering feel, wider rear tyres for optimum grip. All are fitted with electromechanical power steering. Turbo is fitted with biexnon headlights as standard, S models fitted with halogens. Porsche Dynamic Light System (PDLS) optional on all models. The three-spoke 918 Spyder.-style multi-function steering wheel with paddle shift controls standard. Full length panoramic glass sunroof available, S models are trimmed in partial leather and alcantara, a full leather interior is a cost option. Macan offers 500 litres of luggage capacity (with the rear seats in their upright position and up to 1500 litres depending on the configuration in use).*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Macan	2014	1770	1984	237	258	6.9	138
Macan S	2014	1865	2997	340	339	5.4	157
Macan S Diesel	2014	1880	2967	258	427	6.3	142
Macan Turbo	2014	1925	3604	400	405	4.8	165

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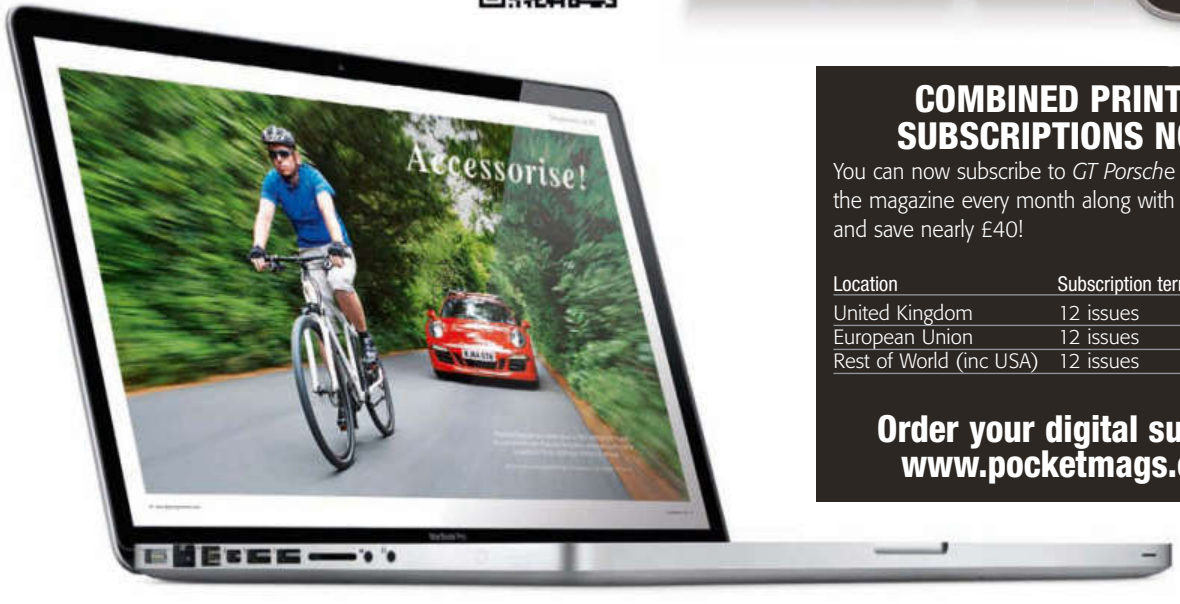
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Cover Story: 944 Turbo vs 3.2 Carrera
Inside: 911 GT1. Backdated 964 Targa. 997 GT3 3.9. New Cayenne, first details. Porsche's only F1 win. Classic restoration guide. How To Buy a Porsche. *Market Place*: 987 Cayman R. *All You Need To Know:* Weight. *Tech Guide:* Bodywork.



DECEMBER 2014

Cover Story: 1974 2.7 Coupé
Inside: RPM Technik 996 CSR. Redtek 911 SC. 964 Speedster. 991 Carrera GTS. 909 Bergspyder. Macan Turbo vs Cayman S. *Market Place*: 1974 911 2.4 S. *All You Need To Know:* Carbon fibre. *Tech Guide:* Bodywork pt2.



JANUARY 2015

Cover Story: Carrera 3.0 vs 991 Carrera 3.4
Inside: 928 GTS. 935 Kremer K3 replica. 991 Targa 4S. 991 Cabriolet. 996 Carrera 4S Cabriolet vs 996 Turbo Cabriolet. First Drives: 991 GTS, 981 Boxster GTS, Macan S. *Market Place*: 997 Carrera GTS.



FEBRUARY 2015

Cover Story: 996 Turbo turns fifteen
Inside: 996 GT2. Formula Two RSK. The TAG-McLaren Porsche years. 997 Carrera Ulitmate Guide. First Drives: Gemballa Cayenne and Panamera. Technical guide: chain tensioners. LMP1 2014 season review. *Market Place*: 914-6.



MARCH 2015

Cover Story: 911 T/R – a rare Sixties Porsche lives on
Inside: Retro 911s: 997 Sport Classic vs 991 50 Years Edition. 356 Speedster. London Classic Car Show. M96/7 engine technical guide. Cayman GTS vs 914-6. Carrera 6. Panamera GTS first drive.



APRIL 2015

Cover Story: Cayman GTS meets Cayman R
Inside: 911 Carrera 2.7 RS Touring. Kremer K3. Cayman GT4 - revealed. 928 retrospective since end of production. 991 GTS first drive. Retromobile, Paris. Tony Dean profile. 964 50 Years Edition. TechArt Boxster.



MAY 2015

Cover Story: 911SCs
Inside: First drive: Cayman GT4. 991 GT3 RS – tech details explored. 964 v 911T. John 'Fitz' Fitzpatrick. Cayenne S Diesel roadtrip to Paris. History of the 16-cylinder engine. 356 B Cabriolet restoration. Macan tuning. Market Place: 911 Cabriolet.



JUNE 2015

Cover Story: 911 GT3: 996 v 997 v 991
Inside: 1930s Auto Union. Techno Classica event. 991 GT3 meets Carrera Cup car. Pfaff Tuning 991 GT3 'alternative'. Backdated 964. Le Mans 2015 preview. 944 S2 Cabriolet at 25 years old. New Boxster Spyder. Advanced driving techniques.



JULY 2015

Cover Story: 991 GT3 RS driven
Inside: Restored 1969 911S. A '£5k' Boxster: the truth. Ferdinand Piëch retrospective. 911 2.4S. 924 Carrera GTS. Nürburgring 24-Hours. 991 Targa vs classic 911 Targa. Marathon de la Route. Market Place: 996 Turbo.



AUGUST 2015

Cover Story: Restored 911S 2.2
Inside: 993 Carrera RS at 20, Le Mans 2015 full report, 930 Turbo, 936 endurance racer, 924 vs 922 vs 968: affordable front-engined Porsches, Porsche Corrosion, 997 GT3 RS 4.0-litre, Porsche Classic Partner Centres explored



SEPTEMBER 2015

Cover Story: Boxster Spyder driven
Inside: 20 years of Porsche Tequipment, 2.7 RS vs 2.7 RS Lightweight, Tuthill Porsche on safari, *GT Porsche* track evening, First Drives: Targa 4 GTS and Cayenne GTS, early 928, 9e 996 Turbo, Race of Champions retrospective



OCTOBER 2015

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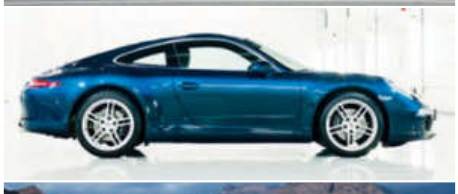
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MODEL	PRICE	ENGINE	POWER	TORQUE	0-62MPH	TOP SPEED	WEIGHT
BOXSTER							
Boxster 2.7	£39,553	6cyl/2706cc	265hp	206lb ft	5.8secs	164mph	1330kg
Boxster Black	£46,164	6cyl/2706cc	265hp	206lb ft	5.8secs	164mph	1330kg
Boxster S	£47,858	6cyl/3436cc	315hp	269lb ft	5.1secs	173mph	1340kg
Boxster GTS	£53,872	6cyl/3436cc	330hp	276lb ft	5.0secs	174mph	1345kg
Boxster Spyder	£60,459	6cyl/3800cc	375hp	310lb ft	4.5secs	180mph	1315kg
CAYMAN							
Cayman 2.7	£39,694	6cyl/2706cc	275hp	213lb ft	5.7secs	165mph	1330kg
Cayman S	£48,783	6cyl/3436cc	325hp	272lb ft	5.0secs	175mph	1340kg
Cayman GTS	£55,397	6cyl/3436cc	340hp	279lb ft	4.9secs	177mph	1345kg
Cayman GT4	£64,451	6cyl/3800cc	385hp	310lb ft	4.4secs	183mph	1340kg
911 COUPÉ (991)							
911 Carrera	£73,509	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
911 Carrera Black	£75,074	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
911 Carrera S	£83,545	6cyl/3800cc	400hp	325lb ft	4.5secs	188mph	1395kg
911 Carrera GTS	£91,098	6cyl/3800cc	430hp	325lb ft	4.4secs	190mph	1425kg
911 Carrera 4	£78,365	6cyl/3436cc	350hp	287lb ft	4.9secs	175mph	1430kg
911 Carrera 4 Black	£79,309	6cyl/3436cc	350hp	287lb ft	4.9secs	175mph	1430kg
911 Targa 4	£87,025	6cyl/3436cc	350hp	287lb ft	5.2secs	173mph	1540kg
911 Carrera 4S	£88,400	6cyl/3800cc	400hp	325lb ft	4.5secs	185mph	1445kg
911 Carrera 4 GTS	£95,862	6cyl/3800cc	430hp	325lb ft	4.4secs	188mph	1470kg
911 Targa 4S	£97,060	6cyl/3800cc	400hp	325lb ft	4.8secs	182mph	1555kg
911 Targa 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	188mph	1555kg
911 GT3	£100,540	6cyl/3799cc	475hp	325lb ft	3.5secs	196mph	1430kg
911 GT3 RS	£131,296	6cyl/3996cc	500hp	339lb ft	3.3secs	192mph	1420kg
911 Turbo	£120,598	6cyl/3800cc	520hp	486lb ft	3.4secs	195mph	1595kg
911 Turbo S	£142,120	6cyl/3800cc	560hp	516lb ft	3.1secs	197mph	1605kg
911 CABRIOLET (991)							
911 Carrera	£82,169	6cyl/3436cc	350hp	287lb ft	5.0secs	177mph	1470kg
911 Carrera Black	£81,852	6cyl/3436cc	350hp	287lb ft	5.0secs	177mph	1470kg
911 Carrera S	£92,204	6cyl/3800cc	400hp	325lb ft	4.7secs	187mph	1465kg
911 Carrera GTS	£99,602	6cyl/3800cc	430hp	325lb ft	4.6secs	188mph	1495kg
911 Carrera 4	£87,025	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
911 Carrera 4 Black	£86,125	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
911 Carrera 4S	£97,060	6cyl/3800cc	400hp	325lb ft	4.7secs	183mph	1515kg
911 Carrera 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	183mph	1515kg
911 Turbo	£129,223	6cyl/3800cc	520hp	486lb ft	3.5secs	195mph	1665kg
911 Turbo S	£150,897	6cyl/3800cc	560hp	516lb ft	3.2secs	197mph	1675kg
NEW 911 COUPÉ AND CABRIOLET (991.2)							
911 Carrera	£76,412	6cyl/2981cc	370hp	332lb ft	4.2secs	183mph	1430kg
911 Carrera S Coupé	£85,857	6cyl/2981cc	420hp	369lb ft	3.9secs	191mph	1440kg
911 Carrera Cabriolet	£85,253	6cyl/2981cc	370hp	332lb ft	4.4secs	181mph	1500kg
911 Carrera S Cabriolet	£94,698	6cyl/2981cc	420hp	369lb ft	4.2secs	180mph	1520kg
CAYENNE							
Cayenne	£49,576	6cyl/3598cc	300hp	295lb ft	7.7secs	143mph	2040kg
Cayenne Diesel	£50,441	6cyl/2967cc	262hp	428lb ft	7.3secs	137mph	2110kg
Cayenne S	£60,845	6cyl/3604cc	420hp	406lb ft	5.5secs	160mph	2085kg
Cayenne S Diesel	£62,099	8cyl/4134cc	385hp	627lb ft	5.4secs	156mph	2215kg
Cayenne E-Hybrid	£62,099	6cyl/2995cc	416hp	435lb ft	5.9secs	150mph	2350kg
Cayenne GTS	£72,523	6cyl/3604cc	440hp	443lb ft	5.2secs	163mph	2110kg
Cayenne Turbo	£93,574	8cyl/4806cc	520hp	553lb ft	4.5secs	173mph	2185kg
Cayenne Turbo S	£118,455	8cyl/4806cc	570hp	590lb ft	4.1secs	176mph	2235kg
PANAMERA							
Panamera Diesel	£65,289	6cyl/2967cc	300hp	479lb ft	6.0secs	160mph	1880kg
Panamera	£63,913	6cyl/3605cc	310hp	295lb ft	6.3secs	160mph	1770kg
Panamera 4	£67,474	6cyl/3605cc	310hp	295lb ft	6.1secs	159mph	1820kg
Panamera S V6	£82,439	6cyl/2997cc	420hp	383lb ft	5.1secs	178mph	1810kg
Panamera 4S V6	£86,080	6cyl/2997cc	420hp	383lb ft	4.8secs	177mph	1870kg
Panamera S E-Hybrid	£84,401	6cyl/2995cc	416hp	435lb ft	5.5secs	167mph	2095kg
Panamera GTS	£93,391	8cyl/4806cc	440hp	383lb ft	4.4secs	178mph	1925kg
Panamera Turbo	£108,006	8cyl/4806cc	520hp	516lb ft	4.1secs	189mph	1970kg
Panamera Turbo S	£131,152	8cyl/4806cc	570hp	553lb ft	3.8secs	192mph	1995kg
MACAN							
Macan	£41,578	4cyl/1984cc	237hp	258lb ft	6.9secs	138mph	1770kg
Macan S	£44,650	6cyl/2997cc	340hp	339lb ft	5.4secs	157mph	1865kg
Macan S Diesel	£44,636	6cyl/2967cc	258hp	427lb ft	6.3secs	142mph	1880kg
Macan Turbo	£60,994	6cyl/3604cc	400hp	405lb ft	4.8secs	165mph	1925kg
918 SPYDER							
918 Spyder	€781,155	8cyl/4593cc	894hp	944lb ft	2.6secs	214mph	1674kg
918 Spyder Weissach	€853,155	8cyl/4593cc	894hp	944lb ft	2.6secs	214mph	1634kg











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porsche moments

by Colin Goodwin



A motoring journalist for over 25 years, Colin has contributed to GT Porsche *for a decade*

Colin Goodwin has thought of a solution for those who have been priced out of the classic 911 market…

It's really depressing that the values of nearly all air-cooled 911s have gone through the roof. Virtually every week I hear of yet more outrageous prices being asked (or achieved) for old 911s. Not just the half million plus figures bandied about for RSs but ridiculous numbers being mentioned for early '80s G-Series cars. The other day I heard £50k was being asked for a Carrera.

It's depressing not because I had a hell of a job getting £19,000 for my old 911S six years ago and that if I'd held onto it I could have got six figures for the car and made a huge profit. No, what's depressing is that the massive increase in values has ruined it for enthusiasts who didn't get on the train earlier. But this inflation of values has not just made owning an old 911 a problem for many, it's also made hot rodding unfeasible. Originality is everything with values and who's going to mess around with an original car putting the wrong engine or suspension on it? Or by messing with the bodywork putting RSR arches on?

But I've had a brainwave. You might have heard of a company called British Motor Heritage (BMH). BMH is based in Witney, Oxfordshire and specialises in making panels for British classics even though it's better known for building complete bodyshells. The company will sell you a new Mini shell for £6000, a MGB GT V8 shell for just over £10k and Midget shell for £7900. You might be able to now see where I'm going on this. Wouldn't it be fantastic if you could buy a complete 911 bodyshell, brand-new, hot-dipped galvanised and without a square millimetre of rust on it? People who buy new shells from BMH use the company as a fast track to restoring an existing car but my vision is a 'new' 911 shell as a basis for a special or hot rod.

My knowledge of 911 bodies is not comprehensive enough to know which would be the best generation to choose; I'm not sure how big the differences are between, say, a 1974 shell and a 1980 shell. I'm pretty sure most engines, transaxles and suspension pieces will go in most bodies. Imagine the fun you could have building a nice big 3.5-litre motor on carburettors and fitting it to a car and using every trick in the book to keep the car as light as possible. Thin glass, perhaps, minimal trim, only two seats, not much sound deadening. All so much easier without the misery of having to repair a rotten shell first.

Of course, this is all a great fantasy because imagine how much trouble you'd have trying to persuade Porsche to give up a set of body tools so that a company like BMH could stamp out the panels and then spot weld them together to form the body-in-white. Presumably Porsche still has the tooling and more than one set of it. There would be the concern that people might try building fake RSs or even Ss but that can be done with an old shell. Besides, each shell could be given a new and special number (stamped in places from which it would be difficult to remove or tamper with) that would identify the shell as a new one.

> *"Who's going to mess around with an original car putting the wrong engine or suspension on it? Or by messing with the bodywork putting RSR arches on?"*

I'm pretty sure that a 911 shell is more complicated and assembled from more pressings than an MGB's, so it would likely cost rather more than £10,000. At double that figure it would be well worth it. I had a welding and bodywork bill for my car that wasn't far off £10,000 and I dread to think what a full body restoration now costs.

I bet there'd be a market for these shells in many countries, particularly America. It'll never happen but it would be amazing if it did ○



The views of the author are not necessarily shared by the magazine.

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